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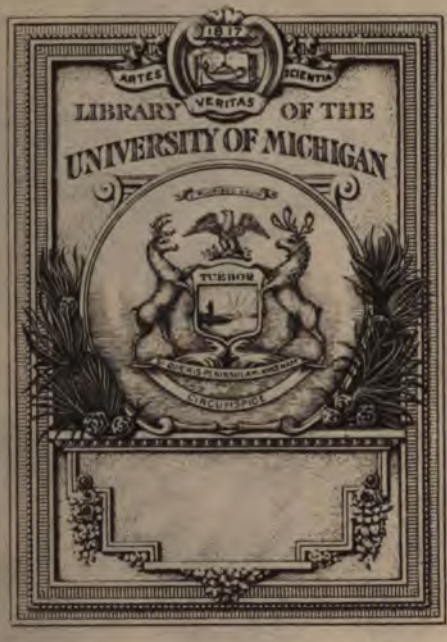
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UNITED SERVICE

JOURNAL

AND

Naval and Military Magazine.

1830. PART I.

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ERRATA.

1829, PART II.

Page 696, third stanza, 4th line, for "The" read "She."
716, line 12 from bottom, for "designed" read "deigned."
744, line 8, third paragraph, for "mountain-traches" read "mountain tracts."
767, line 12 from bottom, for "is" read "as."
767, 2d line from bottom, dele "and" and insert "to be."
781, dele the paragraph at bottom of page under the head of "Royal Engineers."

1830, PART I.

In the Explanation of Fig. 2, read N. "palisading at the foot of the interior slope of the Glacis," instead of "palisading, at the foot of, in the interior slope of the Glacis."
Fig. 3. The scale is a scale of feet.
Fig. 4. In the Explanation of this figure, instead of "99 cap." read "99 caponnière."
Page 82, third line from bottom, for "en cremaitlière" read "en cremaillière."
125, for "Dragroons" read "Dragoons."
Page 187, a mistake occurs in the note referring to a publication by Capt. W. F. Beechey, R. N. The work referred to in the text is entitled, "Proceedings of the Expedition to explore the Northern Coast of Africa, from Tripoly eastward, in 1821 and 1822; comprehending an Account of the Greater Syrtis and Cyrenaica, and of the Antient Cities composing the Pentapolis, by Capt. F. W. Beechey, and H. W. Beechey, Esq. F.S.A."—published in 1828.
Page 230, last line but one from the bottom, for "the boom main-sail varying ever from," &c. read "the boom main sail drawing, even from," &c.
Page 225, second line from top, for "pardonable" read "unpardonable."
298, line 12 from the top, for "hawser" read "horse."
529, line 14 from the bottom, for "defences of the second line" read "defences of the first, or advanced line."

THE

UNITED SERVICE JOURNAL,

AND

NAVAL AND MILITARY MAGAZINE.

SKETCH OF THE BATTLES OF THE PYRENEES.

THE Duke of Dalmatia, on the 25th of July, 1813, assaulted the passes in the neighbourhood of Roncesvalles,* and the Count d'Erlon that of Aretesque, four miles in front of Maya. The result of this day's combat obliged Generals Sir L. Cole, Byng, and Morrillo, to fall back from Roncesvalles; owing to this retrograde, the British army were taken in reverse. The fifth division at daybreak had stormed the breaches of St. Sebastian without success, two thousand men had fallen, or were made prisoners at the various points of contest; and Lord Hill fell back during the night from the pass of Maya. So far every thing seemed propitious to the views of the French Marshal. Under all these circumstances, Gen. Campbell, (who was stationed with a Portuguese brigade at the pass of Los Alduides,) finding his flanks laid bare, retired from that post, and during the 26th formed a junction with Gen. Sir T. Picton, who, by a flank movement to the right, had marched from Olacque to Lizoain, for the purpose of succouring the troops falling back from Roncesvalles.

During these operations, Lord Hill had taken up a strong position at Irrueta, sixteen miles from the pass of Aretesque, where he opposed for the time being the farther progress of the Count d'Erlon. This position covered the flank of Sir T. Picton's column retrograding from Zubiri, and prevented the Count d'Erlon from uniting with the Duke of Dalmatia, and also enabled the sixth division to march direct to the rear from San Estevan, and to unite at the well-arranged point *d'appui*.

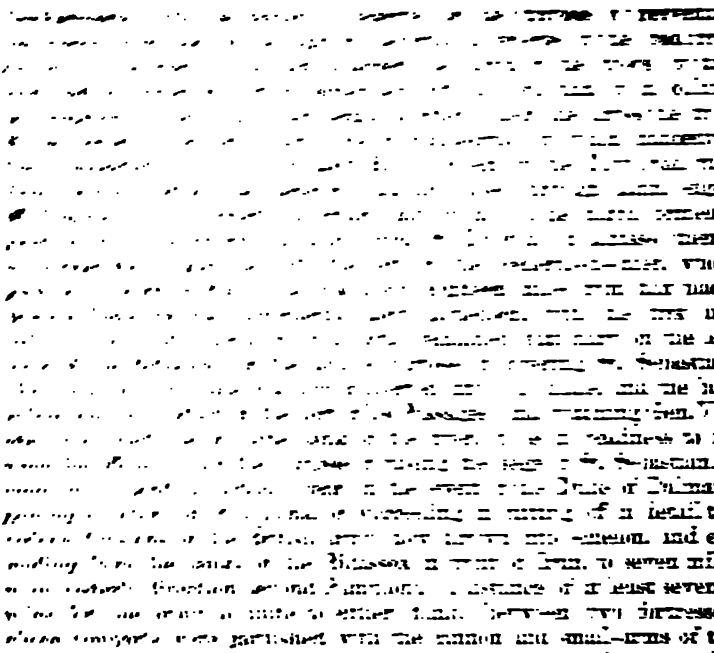
Five miles in front of Pamplona, where, on the 27th, the General-in-chief joined those troops which had retired from Zubiri under the command of Sir T. Picton, Generals Sir L. Cole, Byng, Campbell, and Morrillo, were drawn up on a strong ridge in front of Pamplona, and flanked by the rivers Arga and Lanz. Sir T. Picton was in a manner thrown back on the left of the Arga, in front of Olaz, and supported by Lord

---

* Pamplona is thirty-five miles from the extremity of the principal pass at Roncesvalles, forty-five from that of Aretesque in front of Maya, and fifty-five miles from the pass of Vera: all these points it was necessary to occupy on the right of the Bidassoa, which clearly demonstrates the advantage the enemy possessed by attacking principally at Roncesvalles.

[illegible]

[illegible] the [illegible] and ex- [illegible] to seven miles [illegible] at least seventy [illegible] fortresses, [illegible] with the cannon and small-arms of the [illegible] barren rocks, [illegible] and extensive forests, over whose inhospitable re- [illegible] amongst other things to convey provisions, am- [illegible] of the moveable [illegible] under such cir- [illegible] for two [illegible] in front of [illegible] the seventh [illegible] the heights of Echalar and uncovered our right [illegible] descended from the heights of Santa [illegible] and the whole division concentrated behind the defile on the [illegible] to Lazaca, the pickets being left to mask this movement and form the rear guard. As soon as the division had got clear off, the pickets evacuated the farm-houses in succession from the right, and lastly, at ten o'clock, A.M. quitted the town of Vera within pistol-shot of the enemy's sentinels; who pretended not to notice this retrograde, probably being apprehensive of bringing on an action without being able at this point to display a sufficient force to assume offensive movements, and also conjecturing that the division might meet with a reception little anticipated on reaching the neighbourhood of Pamplona. The Duke of Dalmatia at this moment was still pursuing the troops from Roncesvalles and Zubiri, and actually within a few hours of the vicinity of Pamplona, *two days march behind the second and seventh divisions*, and *three in rear of the light division*, and even *threatening to intercept the sixth division* from St. Estevan.



As I was left with the pickets at Vera, I had a good opportunity of

witnessing the *sang froid* of the French outposts, they made no forward movement, and as I was loitering behind within a short distance of the bridge of Lazaca, over which the troops had crossed to the left bank of the Bidassoa, I observed the Spanish family, (with whom I had recently become acquainted,) with rapid strides trudging along the flinty road, having rushed from their only dwelling through fear of the French, the instant they perceived the sentries retiring from their posts. They now presented real objects of commiseration, clad in thin shoes and silk-stockings; the glossy ringlets were blown from off the forehead of La Señorita Ventura, and a tear from her dark blue eye, (shaded with raven eyelashes,) rolled down her flushed cheek, into the prettiest pouting lips to be imagined; a mantilla loosely hung across her arm, fluttering in the breeze, and a black silk dress hanging in graceful folds around her delicate form, gave her, with all her troubles, a most enchanting appearance. El Padre accepted the offer of my horse, and sticking his short legs into the stirrup leathers, composedly smoked a cigar. The mother took my arm, the other I offered to Ventura, who smilingly declined, saying, "It is not the fashion for *las Señoritas* to take the arms of *los Caballeros*," but politely offered her hand; while crossing the bridge, here, said the little heroine, "Why do you not call back *los Soldados*, and tell them to *tirár las bálas a este puénté?*" I endeavoured to explain that our flank was turned, and all the grand manœuvres of an army; little to her satisfaction, for she could not comprehend any other than the front attack.

On entering the town, the family stopped at a large stone mansion of a relation, where they intended to take up their abode for the present: the parents urged my departure, through fear that I might fall into the hands of the enemy. I then took my farewell of them, as I thought for the last time, and galloping through the town, soon came within sight of the division, threading its march up a steep defile, enclosed on all sides by an extensive forest. Towards evening we encamped, one league and a-half W.N.W. of San Estevan, on the mountain of Santa Cruz, from whence we still commanded a view of the French bivouack. Here we halted during the night. On the following day, the battle of Pamplona took place thirty miles in our rear, and, being entangled amongst the mountains, we did not hear of the event until three days afterwards. The combat began in a singular manner: the sixth division, under Gen. Pack, while on its march over a rough country, intersected by stone walls, within a few miles of Pamplona, suddenly encountered the grey-coated French columns in full march, debouching from behind the village of Sauroren for the purpose of outflanking the left of the fourth division. The consequence of these two hostile bodies clashing was, that the enemy's van were driven back by a hot fire of musketry. The French, being foiled in this manœuvre, turned their grand efforts against the front of the heights on which the fourth division was stationed. The valour of the red regiments shone transcendant, and the Duke of Wellington repeatedly thanked the various corps, while recovering breath to renew fresh efforts with the bayonet, in driving the enemy headlong from the crest of the ragged heights; thus forcing them, after a most sanguinary and furious contest, to desist from farther offensive movements on that position.

The General-in-chief could only collect, at the end of three days,

two brigades of the second division, Gen. Morillo's, and part of the Count d'Abisbal's, Spaniards, and *the three reserve divisions*, to oppose the Duke of Dalmatia, which clearly demonstrates the great difficulty of occupying such a vast and difficult range of country. The *first, second, fifth, seventh,* and *light divisions,* were too far distant to join in the action of the 28th; and even the third division, only a few miles to the right of the field of action, could not take part in it, as the enemy had a corps of observation opposite Sir T. Picton, backed by a numerous train of artillery and a large body of cavalry, in readiness to engage him, should the *sixth* and *fourth* divisions lose the day.

The light division continued in position at Santa Cruz during the whole of the 28th, having completely lost all trace of the army; and during these doubtful conjectures, at sun-set we began to descend a rugged pass, near Zubieta, to endeavour to cut in upon the road between Pamplona and Tolosa, as it was impossible to know whether Lord Lynedoch, by this time, was not even beyond the latter town; and to add to our difficulties, the night set in so extremely dark that the soldiers could no longer see each other, and began to tumble about in all directions; some became stationary on shelvings of rock, or so enveloped in the thicket, that they could no longer extricate themselves from the trees and underwood. The rocks and the forest resounded with many voices, while here and there a small fire was kindled and flared up, as if lighted in the clouds by some magic hand. For myself, I at length became so exhausted and out of temper, at the toil of lugging along my unwilling steed, that in a fit of despair I mounted and, keeping a tight rein, permitted the animal to pick its own steps. The branches of the trees so continually twisted round my head that I expected every minute to find myself suspended; at last the trusty horse made a dead stop, having emerged from the forest into a small hamlet, where I encountered a few harassed soldiers, inquiring of each other where the main body had vanished to, or what direction to pursue, for they no longer knew whether they were advancing or retiring; and, without farther ceremony, began to batter, with the butt-end of their firelocks, the strong and massive doors of the slumbering inhabitants, demanding, with stentorian voices, if any troops had passed that way; a difficult question for people to answer who had just risen from their mattresses, and now timidly opened their doors, in considerable alarm, being apprehensive that we had come at midnight hour to rob and plunder them. At last a resolute Spaniard* threw a large capōte over his shoulder, and stepping forward said, "Señores Caballeros, only inform me whence you came or whither you are going, and I will be your guide;" but we were so bewildered, owing to the crooked path, and the intricate windings of the forest, that no one could take upon himself to point towards the direction of the bleak mountain we had come from, or the name of the place we were going to; as a matter of expediency, therefore, we patiently awaited the coming morn.

* On the 29th, at the end of four days' fighting, both Marshals desisted from hostilities in front of Pamplona. The French employed themselves in edging off to their right to assist the Count d'Erlon, who had followed the march of Lord Hill by Lanz. The Duke of Wellington, on the other hand, was drawing in the seventh division to insure a communication with Lord Hill, and also watching his adversary's movements, to take advantage of what might accrue on the morrow.

At daybreak,* a scene of complete confusion presented itself, the greater part of the division being scattered over the face of a steep and woody mountain, and positively not half a league from whence they had started on the previous evening. As soon as the various corps had grouped together, they followed the only road in sight, and soon met a mounted officer, who directed them towards Leyza: near that place one-half of the division were already bivouacked, having reached the valley before the pitchy darkness had set in. It was now the third day since we had retired from Vera, and Gen. Baron C. Alten became so uneasy, that he ordered some of the best-mounted regimental officers to go in various directions to ascertain, if possible, some tidings of the army, with which he had no communication for three days, and were now isolated amongst the wilds of the Pyrenees, on the left of the river Bidassoa, half-way between St. Sebastian and Pamplona. At six o'clock the same evening we again broke up and marched two leagues in the direction of Arressa, and then bivouacked in a wood, with an order not to light fires, to prevent any of the enemy's scouts or spies ascertaining our route. Two hours after nightfall, the troops were again put in motion, and I was left in the forest, with directions to continue there all night, to bring off in the morning any baggage or stragglers that might happen to go astray. At daylight on the 30th, having collected together a few women who dared not again encounter another toilsome night-march along the verge of precipices; it was a droll sight to see this noisy group defiling from the forest, many dressed in soldiers' jackets, battered bonnets, and faded ribbons, with dishevelled locks hanging over their weather-beaten features, as they drove along their lazy *borricas* with a thick stick; and when the terrific blows laid on ceased to produce the desired effect, they squalled with sheer vexation, lest they might be overtaken, and fall into the hands of the enemy's light horse. Having travelled for two hours as a sort of guide to these poor women, I perceived an officer at some distance in front, and on overtaking him, he expressed the greatest joy at seeing me, and declared that he had been wandering for some hours in the most agitated state of mind, not knowing whither to bend his footsteps. The division had drawn up again during the night, and having laid down on the flank of the column, he had fallen into a profound slumber, out of which he had awoke at broad daylight, with the rays of the sun shining full on his face, and when somewhat recovering his bewildered recollections, he wildly gazed around for the column which had vanished, and springing on his feet, halloed with all his might; but no answer was returned, a solemn silence reigned around, save the fluttering of the birds amongst the luxuriant foliage of the trees, the morning dew no longer bespangled the sod, nor did the print of a single footstep remain to guide his course: at length, in a fit of desperation, he hastily tore a passage through the thicket, and luckily reached the road, and at random sauntered along in no very pleasant mood, until I overtook him. Soon after

* It was a frequent custom, when in want of a guide, to employ a peasant, who received a dollar at the end of his day's journey. These *Pizanos*, being accustomed to pastoral lives, were well acquainted with every inch of ground or by-path for leagues around their habitations, as well as the various fords across rivers and tributary streams; which depend on the season of the year, or the quantity of rain that might happen to fall at uncertain periods on these mountains.

this we heard to our left sounds like those of distant thunder; as the sky was perfectly serene, we concluded that the noise must be caused by a heavy firing of musketry.* On reaching Arriba we found most of the doors closed; however, we succeeded in purchasing a loaf, and then seated ourselves on the margin of a clear mountain-stream, where we devoured it, and then solaced ourselves with a hearty draught of the refreshing beverage; this stream looked so inviting, that we threw off our clothes and plunged into it. Notwithstanding the cooling effects of the bathe, the feet of my companion were so much swollen, owing to previous fatigue, that with all his tugging he could not pull on his boots again; fortunately mine were old and easy, so we readily effected an exchange, and then followed the road across a high mountain, from whose summit we saw the division bivouacked to the right of the broad and well-paved road (near Lecumberri) which leads from Pamplona to Tolosa; from this position we could march to either of those places, being half-way between them; here the division awaited the return of its scouts the whole of the following day.

The French army being completely worn out, and having suffered terribly in killed and wounded, continued to retreat during the 31st, followed by five divisions of the British in three columns, by the roads of Roncesvalles, Maya, and Donna Maria. On the evening of the same day, although obliquely to the rear of the pursuing columns, we received orders, if possible, to overtake the enemy, and attack them wherever they might be found. Accordingly, in the middle of the night we got under arms and began our march; towards the middle of the following day, (the 1st of Aug.) having already marched twenty-four miles, we descended into a deep valley between Ituren and Elgoriaga, where the division drew up in column to reconnoitre the right flank of the enemy, who were still hovering in the neighbourhood of San Estevan. After an hour's halt, we continued our movement on the left of the Bidassoa, and for three hours ascended, or rather clambered, the rugged asperities of a prodigious mountain, the by-path of which was composed of overlapping slabs of rock, or stepping-stones; at four o'clock in the afternoon a flying dust was descried, glistening with the bright and vivid flashes of small-arms, to the right of the Bidassoa, and in the valley of Lerin. A cry was instantly set up "the enemy!" the worn soldiers raised their bent heads covered with dust and sweat: we had nearly reached the summit of this tremendous mountain, but nature was quite exhausted; many of the soldiers lagged behind, having accomplished more

* This firing was near Lizasso, where the enemy endeavoured to turn Lord Hill's left flank by the road to Buenzu, and while the Count d'Erlon was striving to execute this movement, the light division, unknowingly, were marching on his right flank: however, the General-in-chief being still in position in front of Pamplona, finding that the Duke of Dalmatia had weakened his left and centre, to support the Count d'Erlon, immediately countermanœuvred, and attacked the right of his opponent with the sixth and seventh divisions, the left with the third division, and then pierced the centre of the enemy with the fourth division and Gen. Byng's brigade of the second division, and before sun-set pushed back the enemy beyond Olacque: by this attack the left flank of the Count d'Erlon became uncovered, and obliged him to fall back, during the night, towards the pass of Donna Maria, to avoid falling into the snare originally intended for his adversary.

than thirty miles over the rocky roads intersected with loose stones, many fell heavily on the naked rocks, frothing at the mouth, black in the face, and struggling in their last agonies, whilst others, unable to drag one leg after the other, leaned on the muzzles of their firelocks, looking pictures of despair, muttering in disconsolate accents that they had never fallen out before.

The sun was shining in full vigour, but fortunately numerous clear streams bubbled from the cavities and fissures of the rocks, (which were clothed in many places by beautiful evergreens,) and allayed the burning thirst of the fainting men;—the hard work of an infantry soldier at times is beyond all calculation, and death by the road-side frequently puts an end to his sufferings,—but what description can equal such an exit? At seven in the evening, the division having been in march nineteen hours, and accomplished nearly forty miles, it was found absolutely necessary to halt the second brigade near Aranaz, as a rallying point; being now parallel with the enemy, and some hours a-head of the van-guard leading the left column of our army, our right brigade still hobbled onwards; at twilight we overlooked the enemy within stone's throw, and from the summit of a tremendous precipice, the river separated us; but the French were wedged in a narrow road, with inaccessible rocks, enclosing them on one side, and the river on the other: such confusion took place amongst them as is impossible to describe; the wounded were thrown down during the rush and trampled upon, and their cavalry drew their swords, and endeavoured to charge up the pass of Echalar, (the only opening on their right flank,) but the infantry beat them back, and several of them, horses and all, were precipitated into the river; others fired vertically at us, whilst the wounded called out for quarter, and pointed to their numerous soldiers supported on the shoulders of their comrades in bearers, composed of branches of trees, to which were suspended great coats clotted with gore, or blood-stained sheets, taken from various habitations, to carry off their wounded, on whom we did not fire. Our attention was soon called from this melancholy spectacle to support the Rifle corps* while they repulsed the enemy who had crossed over the bridge of Yanzi to attack us, to enable the tail of their column to get off: night closed on us, and the firing ceased; but, owing to our seizing the bridge, we cut off the whole of their baggage, which fell into the hands of the column of our army following from St. Estevan.

In this way ended the most trying day's march I ever remember. On the following morning, soon after daylight, we filed across the bridge of Yanzi, held by our pickets, and detached a small force to guard the road towards Echalar, until the troops came up from the direction of San Estavan, which had hung on the enemy's rear for the then three previous days. Continuing our march, we once more debouched by the defile opposite Vera, where the French sentinels were still posted, as if rooted to the rocks on which they were stationed the

* One of the first I saw wounded was Capt. Perceval, of the Rifle corps. "Well," said he, "I am a lucky fellow, with one arm maimed and useless by my side from an old wound, and now unable to use the other."

day we had taken our departure. As soon as the second brigade came up, we again ascended the heights of Santa Barbara, where we found a French corporal, with a broken leg, his head resting on a hairy knapsack, and supported in the arms of a comrade, who generously remained behind to protect the life of his friend from the *cuchillo* of the Spaniards. As soon as he had delivered him to the care of the English soldiers, he embraced the corporal, saying, "*Au revoir, bon camarade Anglais,*" and throwing his musket over his shoulder, with the butt-end *en l'air*, he descended the mountain to rejoin the French army on the opposite range of heights. Of course, no one offered to molest this *simple soldat*, who easily effected his escape. As our pickets could not enter the valley until our right was cleared, and the enemy pushed from the mountain of Echalar, as soon as another division attacked those heights, the first Rifles moved on and clambered the mountain of St. Bernard, supported by five companies of our regiment. The soldiers had been for two days without any sustenance, and were so weak that they could hardly stand; however, an excellent commissary had managed to overtake us, and hastily served out half-a-pound of biscuit to each individual, which the soldiery devoured while in the act of priming and loading as they moved on to the attack.

The summit of the mountain was wrapped in a dense fog; an invisible firing commenced; it was impossible to ascertain which party was getting the best of the fight; the combatants were literally contending in the clouds. When half-way up the side of the mountain, we found a man of the Rifles lying on his face, and bleeding so copiously that his haversack was dyed in blood: we turned him over, and being somewhat recovered before he was carried off, he told us, in broken monosyllables, that three Frenchmen had mistaken him for a Portuguese, laid hold of him, thrust a bayonet through his thigh, smashed the stock of his rifle, and then pushed him from off the ledge of the precipice under which we discovered him. The second French light infantry were dislodged before twilight from the top of this mountain; but the sparkling flashes of small-arms continued after dark to wreath with a crown of fire the summits of the various rocks about Echalar. Thus, after a series of difficult marches, amongst a chaotic jumble of sterile mountains, the enemy were totally discomfited, with an enormous loss, by a series of the most extraordinary and brilliant efforts during the Peninsular war. For three days the French had the vantage ground, owing to their superiority of numbers at a given point; but on the fourth day, the same divisions which had so heroically fought while falling back, sustained, with their backs to a hostile fortress, (whence the enemy sortied during the battle,) a most desperate assault made by the Duke of Dalmatia, over whom the Duke of Wellington gained a memorable victory, and ceased not in turn to pursue the French Marshal, until he was glad to seek shelter from whence he came. The standards of Britain again waved aloft and flapped in the gentle breeze over the fertile fields of France.

SERVICE AFLOAT.

BEING THE PERSONAL NARRATIVE OF A NAVAL OFFICER DURING THE LATE WAR.

I WAS not quite fifteen, when I made my *debut* in the nautical world as a midshipman in the East India Company's service, and on the 23d of Jan. 18—, embarked on board the Boddam, an old ship on her last voyage to Madras and China, then lying at Long Reach.

The events of my first essay on the briny element were by no means calculated to furnish the most favourable impressions of the profession I had chosen; and had I been less fond of a life of adventure and excitement, my first voyage would probably have been also my last.

This was the first ship I had ever seen, consequently I had hitherto formed but a very imperfect idea of the service or way of life of a sailor. At first, I by no means relished those practical parts of the duty peculiar to midshipmen in the Company's service, the frequent mounting aloft to box about the mizen top-gallant-yard, or the mizen-top-sail; above all, those confounded futtock-shrouds, by which one remains so unnaturally suspended, like a spider, between heaven and earth, puzzled me exceedingly; and for a few days, until quizzed out of it, I was fain, like other lubbers, to take the shorter and more easy road, and creep into the top through Lubber's Hole. However, I was soon a match for the most adventurous of my young messmates; and one evening, not long after I joined the ship, I was very near paying dearly for my imprudence while vying with these in feats of agility. As usual with youngsters on first joining a ship until the novelty is exhausted, we had been chasing each other up and down the rigging, successively scaling every mast in the ship, from the mizen-peak to the fore-top-gallant-mast, when, as a *finale*, I must needs take it into my head to descend from the fore-top-mast-head by the stay: this would have been easy enough, had not the stay, which I was not aware of, been recently tarred. I had only proceeded a few feet, when I would have given worlds to get back, but this was now as impracticable as to proceed. It being nearly dark, and few persons on deck, no one witnessed my perilous situation, and I dreaded too much the ridicule of my companions to call out for assistance, and which I felt, moreover, it would be difficult to afford me. Thus suspended, eighty feet above the deck, in almost an inverted position, my hands and feet alternately glued to the stay, from which it required every time a fresh effort to release them, I persevered until I became almost exhausted, and expected every moment to be obliged to forego my hold, and to be dashed to pieces. At length, by the most painful exertions and perseverance, I reached the bowsprit, and felt like a fellow reprieved; and in future my mounting ambition was tempered with a little more prudence.

We were detained nearly two months at the Motherbank collecting the fleet and waiting a favourable wind: at length we put to sea under convoy of the Cambrian frigate and one or two other ships of war, but scarce had we cleared the Channel, when a malignant fever, with scurvy and dysentery, broke out among the crew, and in a short time made such an alarming progress, that ere we reached the latitudes of the Cape of Good Hope, we could not in cases of exigency muster a

sufficient number of men to perform the required duty. The crew on leaving England consisted, officers included, of about one hundred and forty; but besides these we carried out three hundred troops, principally raw recruits of the Scotch brigade, and it was among the latter the first fatal symptoms of disease made their appearance. At one period of the voyage, we had upwards of two hundred in the sick list; and at this crisis the melancholy spectacle daily presented itself of the consignment to the deep of the remains of four or five of its unfortunate victims.

On crossing the equator, the usual ceremony, with all the rude characteristics of the barbarous times from which it dates its origin,—which can only plead custom, and one which, as it is liable to much licence and abuse, would be infinitely "more honoured in the breach than the observance," for its toleration,—was performed, with all the dripping magnificence befitting such a solemnity. The Ocean God,—one of the captains of the forecastle,—with Mrs. Neptune by his side, in appropriate paraphernalia, the former with his trident, the ship's harpoon, and other symbols of his nautical attributes, drawn in a car, and surrounded by a motley crew of veritable sea-monsters, personating tritons, &c. proceeded in state from the forecastle along the gangway to the quarter-deck, to welcome and receive the homage of the Captain. The usual greeting ended, his moist Majesty in the same state descended to the main-deck, where, enthroned alongside the huge wash-deck-tub, almost an epitome of the boundless element from which it was more than half-filled, he commenced to hold his levee for the reception and initiation of those who had not previously submitted to the ordeal which always accompanies a first introduction; and this, in cases of contumacy, resistance, or a grudge on the part of the officiating minister, is by no means a joke. Placed on a plank over the aforesaid tub, the face of the novice being well lathered with tar, and then rasped with a rusty jagged iron-hoop,—the imperial razor,—certain interrogatories are put to him, which, if he is simple enough to open his mouth to answer, the brush once more well primed is crammed into it. Half-suffocated, and ere he has time to recover from the surprise occasioned by a salute, as novel as unexpected, the plank is suddenly withdrawn, and he undergoes a submersion from which he will sometimes be fortunate to escape half-drowned. Happy at length to fly from the scene of such a probation, he flounders, like a half-drowned rat, dripping from his bath, and is just congratulating himself that the redoubted trial is over, when he is assailed on one hand with wet swabs, and on the other sluiced with buckets of water, as he runs the gauntlet through an avenue of some score of the privileged, among whom none are more forward than those who but a few moments before had undergone a similar operation.

On this occasion Jack is wonderfully tenacious of his privileges, to interfere with which, or deny them their full scope, might on board merchant-vessels be attended with disagreeable consequences. Among even the passengers, all with the exception of the aged or infirm, whatever their rank, must succumb, unless, and which is rarely the case, indulgence is purchased through the captain or officers by the medium of a douceur.

Even in His Majesty's ships, a singular licence is claimed and per-

mitted, and for a few hours all order and discipline seems suspended. Towards the close of the war, on board of one of our frigates, in a high state of discipline, in which I myself and a young officer, a commander in the service, were passengers to the West Indies, a striking instance of this occurred. Although I, as well, I believe, as my companion, had more than once crossed the line, seeing we could only avoid a ducking, a thing, as we were both invalids, by no means desirable, but by getting out of the way until the storm had blown over, and as this was not easily attainable any where below, we agreed to take post in the mizen top. This, however, we soon found, availed us nothing; the top was regularly stormed, and though for a time as obstinately defended, we were soon overpowered by numbers. Seeing the futility as well as folly of farther resistance, I, for my own part, thought it prudent to yield with a good grace, for we were now completely outflanked by our assailants, who from the top-mast-cross-trees, which they had mounted, each with the light leather fire-bucket, were pouring down upon us their liquid broadsides in a deluge that soon completely drenched us. Nothing could exceed the indignation of my ally, naturally of an irritable temperament, who still continued with as much earnestness and energy, as if it had been an affair of life and death, to resist the assailants, who in all quarters mounted to the escalade, laying about him with the top mallet in a manner that made me apprehensive that some serious consequences would ensue by some one being hurled from the top.

Off the Cape, where we arrived in the month of June, the commencement of winter in this hemisphere, after a long succession of boisterous weather, we encountered a furious storm, and such a mountain sea as is nowhere to be met with but in these latitudes. We had our starboard quarter-gallery washed away, lost our fore-top-mast and main-top-gallant-mast, and otherwise suffered so much by the storm, that we were fain to receive assistance from two or three ships in the fleet, which, on its moderating a little, sent on board a draft of seamen. For the information of those of my readers who may have never witnessed the wonders of the "mighty deep," I must remark, that the term mountain, as above applied, must not by any means be considered an exaggerated or merely poetical figure of speech; in altitude and appearance they are literally such, and a ship in the trough or valley formed by two of these gigantic billows, is sometimes completely shut out from the view of her consorts at a little distance. When a sudden lull follows a heavy north-wester, these huge waves, shorn of their snowy crests, their outline more clearly defined, exhibit, as they roll along in solemn or equable majesty, a scene of sublime grandeur. But even then, though divested of their more threatening attributes, their effects to ships are still very formidable; these, for want of wind to steady them, frequently carrying away their masts from the motion. This took place with one of the Indiamen in our fleet, which rolled away all her top-masts in a calm.

About this time, nearly all the medical officers, those of the ship as well as military, succumbed to the malady, and were rendered incapable of duty. Our situation may be better imagined than described. The ship, old and crazy, took in a great deal of water, and a heavy dead-weight cargo of block tin and pig lead, caused her to roll so

heavily, that at every lurch we were on our beam-ends, to the general and almost constant discomfort of the ménage, and the total destruction of all the more frail articles of mess, the crockery, &c. Then ever and anon the clanking of the pumps, the continual loud and monotonous groaning and creaking of every mast, gun, and timber, in the crazy vessel,—as if the immense fabric, like some huge leviathan, conflicting with and writhing under the lashes of the elements, or sympathizing with the mournful spectacle of the dead and dying, was sending forth notes of wail,—formed a concert, which, though not calculated to lull to "soft repose," was perfectly in harmony and keeping with the lugubrious whole. The 'tween decks, but more particularly the orlop, were crowded with between two and three hundred sick pent up in hammocks, where they had barely space to turn. Here and there a few feeble lights glimmering through and half extinguished by the dense vapour from the constantly wet decks, barely sufficed to render darkness visible, and to disclose a picture of wretchedness and suffering not easily to be forgotten. On the orlop there are no ports or scuttles, consequently, the only means of ventilation was the scanty supply of fresh air by the windsails and hatchways, and the customary routine of scouring decks was necessarily suspended at long intervals, as much by the weather as the crowded state of them, it being impossible to remove the sick: as may be imagined, therefore, the pestilential effluvia exhaling from disease, accumulated filth, and stagnant vapour, were that of a charnel-house, and sufficiently accounts for its virulence and ravages among the crew.

As for myself, young and unseasoned as I was, it was scarcely to be expected I should escape the almost general lot at this trying crisis. In common with all my messmates in the midshipmen's berth but one, a tough old stager, who had more than once "weathered the Cape," a severe attack of dysentery, followed up by one of scurvy, which swelled my face and legs to a frightful size, brought me to the verge of dissolution, and, in addition to all this, whenever the motion of the ship was unusually increased, I continued more or less subject to sea sickness, and this predisposition I did not entirely get the better of all the passage. Youth, however, and a constitution naturally robust, carried me through all, and change of air and diet on our arrival at Madras, soon re-established my strength. Doubtless one, and not the least among the causes to which may be attributed my singularly rapid convalescence and recovery, was the diversion of mind, after our monotonous and dismal passage, which eastern scenery, climate, customs, and manners, are so well calculated to afford. All who have visited India at that period of life when the mind, fresh and vigorous, is most susceptible of vivid impressions, will readily recognise the interest which objects of so novel a kind cannot fail to excite on a first arrival in this interesting country: it is a new world, a fresh existence. The cloudless, glowing azure of a tropic sky; the mountain surf that foams and thunders along the coast; the plaintive song of the native Mussulah boatmen, dashing fearlessly through it; the scenery; the costume of the grave and inoffensive natives;—all is calculated to excite the imagination, and for a time to occasion a constant variety and rapid succession of pleasing emotions.

A few days after our arrival in Madras Roads, we witnessed the

catastrophe of the burning and destruction of the Malabar East Indiaman. This was occasioned by that carelessness which, in defiance of so much lamentable experience, is the cause in nine cases out of ten of these awful accidents on board of merchant ships—the burning a naked light while drawing off spirits in the hold. Fortunately, the occurrence took place in the daytime, and no lives were lost; but though the most prompt assistance was furnished by the boats of the fleet, and the most strenuous exertions were made to save the ship, the fire spread with an alarming rapidity, and in less than an hour she was enveloped in one vast sheet of flame, and shortly after drifting from her anchors, exploded, and not a vestige of her was to be traced.

The day previous to the sailing of the fleet, we received on board as passengers, or rather prisoners, for the island of Pulo Penang, whither they were exiled for some political delinquency, two Polygar Chiefs, or Rajahs, Currapoovance and Shunderlingum, by name. The situation of these unfortunate men was truly pitiable: torn from their country, from friends, and home—for the first time in their lives on board a ship, on a strange element, and among a strange people; it was not the least among the catalogue of their ills at this trying moment that they should be separated from the only beings to whom they might look for sympathy or consolation, whose services were indispensable, and the only persons, in short, from their religious prejudices, with whom they could hold communion. It so happened, they had arrived on board the evening prior to the intended sailing of the fleet, and not having completed the arrangements for their voyage, two or three native servants, the only portion of their household which accompanied them, were sent on shore for that purpose: owing, however, to some misconception, the convoy having weighed early the ensuing morning, they were left behind. To those acquainted with the tenets of the Hindoos, and the scrupulous tenacity with which they adhere to them, it will readily be imagined that this circumstance, which among any other people would have occasioned but a temporary inconvenience, was in this case an irreparable misfortune. We had, it is true, some few natives, Lascars, on board, but these not being of the same caste, their services were not available. It was amusing to observe to what various and minute circumstances their scruples extended: the touch of an European, as of another sect, was shunned as pollution; and it was no easy matter to avoid at all times on a crowded deck, where they sometimes came for air, the contact of some one or other, and whenever this occurred their chagrin was evident.

They were men of an uncommon stature, robust, and of noble mien, and bore their lot with dignity and resignation: part of the great cabin was screened off for their use, here they shifted for themselves as well as circumstances would permit. They cooked their own plain rice meal; fortunately their simple habits required but little, and they had provided their own stock of water, and a few other necessaries. Nothing remarkable occurred during the remainder of the passage to China, the coast of which, after a few days' stay at Penang, where we took in a cargo of rattans, we reached in little more than a fortnight from Madras, and proceeded to the usual anchorage of the East India fleets off the village of Whampoa, in the river of Canton, where we remained between three and four months to take in a cargo of tea.

During this sojourn, the manners and customs of this singular people, so widely dissimilar to those of the rest of the world, presented a never-failing source of interest and amusement; but the field of observation of those who trade to China, limited as it is by the jealous policy of the Chinese to the suburbs of Canton and the environs of Whampoa, is too contracted to afford opportunity for collecting data for a sketch, or forming correct conclusions generally of the national habits of this strange people.

To this exclusive system, thus interdicting all but a partial intercourse with foreign nations, may be traced the causes which have hitherto prevented this otherwise ingenious people, who lay claim to the invention of that first essential of navigation the compass, from making any progress in ship-building or navigation; for, without reference to this, an inferiority so striking would be an anomaly very inconsistent with the character of this people, so celebrated for industry and skill in the arts and in science. Their junks are the most unsightly hulks that can be imagined. With a poop and forecastle vying in altitude with their masts, of which they have generally but one, and never more than two, each one single enormous spar, with a mat-sail of proportionately gigantic dimensions, divided from head to foot into reefs by poles of bamboo; how these unsightly, unwieldy arks, so little in unison with European notions of cause and effect, make shift to navigate at all, seems quite an enigma; but they nevertheless contrive to make considerable voyages, hugging the shore, and patiently waiting favourable opportunities of wind and weather. Many of these crafts are from five hundred to a thousand tons burthen, with sometimes a crew of from three to four hundred men. To obviate the fatal consequences of springing a leak at sea, they have adopted an ingenious device: the hold is divided into numerous compartments by bulk heads, caulked, and rendered water-tight.

Nothing is more delightful to eyes wearied with gazing at nought but sky and water during a long sea-voyage, than the landscape in the immediate vicinity of the anchorage. The whole country on each side the rivers in the highest state of cultivation; to the right, on a verdant level of meadow and paddy fields, a short distance from the river, the village of Whampoa; on the left, a succession of beautiful hilly islands, insulated by the meandering branches or tributary streams of the Tigris; among which, opposite to the shipping, figures Danes Island, memorable among British tars as the scene of many a frolic, as well as fracas, with the natives or the seamen of other nations.

Not far from St. Helena, on our passage homewards, we spoke a ship, which gave us the first information of the Peace of Amiens. On leaving St. Helena, therefore, there being no farther any necessity for convoy, or for the fleet keeping company, we separated, and as the route of each varied more or less, it became a speculation of some interest which ship would first reach its destination, and considerable sums were staked on the probabilities. In this instance we proved that "the race is not always to the swift;" outward-bound, we were the dullest sailer in the fleet, and we now reached England the first.

[To be continued.]

ARNOLD AND ANDRÉ.

DURING the period of excitement occasioned by the revolutionary war in North America, it was not to be supposed that on such a subject as the treason of Arnold, or the death of the unfortunate André, information free at once from royalist and revolutionary prejudice could be procured, either in the mother country or in her revolted Colonies. After the heats and prejudices of the period have in a great measure passed away, there are some individuals still living on the banks of the Hudson, who witnessed the last moments of poor André, and are willing to do justice to his memory. As to Arnold, the American feeling is so strong against him, that they will not admit of his having been actuated by any but the most sordid motives; whereas, from all that can be learned of his character, it appears to me that his immediate principle of action was the desire of vengeance; and it is not impossible that at some future period he may figure as the Zanga or the Coriolanus of some American tragedy, to which the death of André would doubtless give a deep and affecting interest.

Arnold was born in the State of Connecticut, and from the commencement of hostilities he engaged with ardour in the cause of his country's independence. He soon discovered military talents of no mean order, which, joined to undoubted personal courage, and the still more desirable qualities of patience and firmness under privation and fatigue, had procured for him a high reputation in the ranks of the revolutionary army, even before he had an opportunity of performing those services in the expedition against Canada, which gave him the confidence of Congress, and raised him to the rank of a general officer. He had been severely wounded before Quebec, and was still in a state of convalescence, when, in 1778, Philadelphia having been evacuated by the Royalist forces, the command of that town was intrusted to him. To the courage he had exhibited in presence of the enemy, it was now found that Arnold did not join that steadiness of principle, or that rectitude of judgment, which were necessary to enable him to resist the numerous seductions by which he was surrounded. Forgetting that he had not the resources of a great private fortune, he embarked in all the expensive follies of a sumptuous table, and a train of useless dependents; and in the natural course of such an improvident career, he was soon involved in debts which he had no means of discharging. In the hope of relieving himself from the clamours of his creditors, he was induced to engage in speculations inconsistent with the due discharge of his public functions, and which having for the most part proved unsuccessful, were necessarily attended with the most disastrous results. From unsuccessful speculation, the wretched Arnold was now driven to the resource of unfaithful management in the exercise of his official duties; and when the accounts of his administration came to be examined by the Commissioners of Congress, a considerable deficit appeared against him, which he was unable to make good. Many of the citizens of Philadelphia complained of his numerous exactions: the Government of Pennsylvania brought still more serious accusations against him, and at length, in the month of June 1778, the Congress caused him to be arrested, and tried by a court-martial, who found him guilty, and condemned him to be reprimanded by the Com-

mander-in-Chief. This decision, having been approved of by Congress, was executed in the beginning of 1779. Furious at finding himself thus attacked on all hands, by the law and by public opinion, Arnold indulged himself in the bitterest complaints against what he called the ingratitude of his countrymen, and swore that he would have vengeance.

Great importance was then attached to the fortress of West-Point, for the preservation of which the American army had long manœuvred and often fought. It was regarded as the key of communication between the Eastern and Southern States. Its situation in fact on the ridge of one of the most considerable eminences on the right bank of the Hudson, with its double range of batteries and redoubts, traced as they had been by the ablest engineers, made it an excellent defensive post, the occupation of which gave a great influence to the State of New York. Arnold was not ignorant of its value, and it was on this important point that he cast his eyes in preparing for his revenge. Before he had yet received the appointment, which he at length obtained through the combined influence of intrigue and importunity, he had addressed a letter to Col. Robinson, an officer in his Majesty's service, announcing that he had abjured his revolutionary principles, and that he vehemently desired to regain the esteem of his Sovereign by some striking proof of repentance. This letter soon led to an active correspondence between Arnold and Sir Henry Clinton, which was of course conducted with the greatest secrecy. Its chief object was to devise the means of throwing the fortress of West-Point, now under Arnold's command, into the hands of the English. For the purpose of conducting the negotiation with greater security, Gen. Clinton intrusted it to one of his own aides-de-camp, a young man as distinguished for his amiable qualities as for his military talents, which had at once conciliated the affections of his brother officers and secured for him the respect and esteem of his superiors in command. After receiving the necessary instructions from Gen. Clinton, Major André embarked in this enterprise on board the Vulture sloop-of-war, which brought him up the Hudson as far as Kingsferry, about twelve miles below West-Point. From Kingsferry his communications with Arnold became frequent and comparatively easy; but before the necessary arrangements could be finally completed, a personal interview was indispensable, and Major André was repeatedly urged by Arnold to land for that purpose, before he would consent to it,—feeling, perhaps, a secret repugnance to come in immediate contact with a traitor, or entertaining, it may be, some doubt as to the strict propriety of penetrating the enemy's lines—rebels as he no doubt regarded them—under a name and in a character which did not belong to him: the desire, however, of justifying the confidence reposed in him by Gen. Clinton, induced him at length to accede to the proposed interview, which was fixed to take place in the house of a reputed royalist of the name of Joshua Smith. During the night of the 21st of September, Smith himself came on board the Vulture, in a boat rowed by his own domestics, for the purpose of carrying Major André to the place of rendezvous. Arnold was in waiting on the bank to receive them, when they proceeded together to the house of Smith, where Major André remained concealed during the whole of the following day. At the conference which then took

place, the whole of the plans for the occupation of West-Point were definitively arranged, and on the approach of night, Major André prepared to return on board the Vulture, but on his reaching the bank, he found that she had been obliged to remove to some distance, in order to avoid the fire of a battery by which she had been threatened, and the servants of Smith refused in consequence to put him on board the sloop. In this emergency, he resolved to hazard a journey by land to New York, and having procured a passport from Arnold under the name of James Anderson, as a person employed on the public service, he mounted a horse which was furnished to him by Smith, and proceeded on his journey. Under this disguise, and accompanied by Smith, he succeeded in passing the American lines and in reaching Crompond, where Smith, after giving him instructions as to his farther progress, parted with him. He had already approached the English lines near Tarrytown, when an American militiaman, who with two of his comrades had been patrolling between the two armies, suddenly rushed upon him from behind a thicket, and seized his horse by the bridle. When thus taken by surprise, Major André seems to have lost his wonted presence of mind, or I should rather say, that being wholly unaccustomed to disingenuousness or disguise, he could not readily accommodate himself to the part he had undertaken to perform. In place of presenting the passport with which he had been furnished, he asked to which party the militiaman belonged. "*To the party down below*," was the ready answer of the American, who thus described in the manner of the period the English army then in possession of New York. "And I also," imprudently rejoined Major André; but scarcely had he allowed the fatal avowal to escape him, when the arrival of the two other militiamen discovered to him the error he had committed, and the danger to which he had exposed himself. He thought to remedy the one and escape from the other, by offering his purse and gold watch to his captors, and promising them the protection of the English Government, and a permanent reward, if they would then allow him to pass. In proportion to the extent of these promises, the three Americans became naturally more persuaded of the value of the prize they had taken, and immediately proceeded to a rigorous examination of the dress and person of their prisoner, in the hope of discovering some information as to his name and quality. Concealed in his boots, they found exact plans and descriptions of the fortifications and approaches of West-Point, with other writings, sufficient to confirm the suspicions he had himself imprudently excited, and to determine them to carry him to Lieut.-Col. Jamieson, at that time in the command of the advanced posts of the American army. With the generous purpose of intimating to Arnold that he ought to prepare for his own safety, Major André requested that intelligence should immediately be sent to the commander of West-Point, of the arrest of his officer Anderson, on his route to New York. On the receipt of this information, Arnold, as was to have been expected, immediately took flight, seeking shelter from Gen. Clinton in the ranks of the British army.

As soon as Major André had ascertained that Arnold was in safety, he readily acknowledged himself to be a British officer. On the return soon afterwards of Gen. Washington to the American camp, a court-martial was assembled for the purpose of trying poor André as a spy.

Of this court, Gen. Green sat as president, and among the members were the Baron de Steuben and the Marquis de Lafayette. It was intimated to the prisoner by the members of the court before the commencement of the proceedings, that he was at liberty, if so disposed, to decline giving any answer to the questions which should be put to him; but with a much greater solicitude for the preservation of his honour than of his life, he frankly avowed the nature of the project in which he had been engaged, and seemed to have no other care but that of exculpating those who had seconded his enterprise. His judges were deeply affected with the candour and courage he evinced throughout the trial, and on signing his condemnation, they could not conceal the struggle between their personal feelings and what they conceived to be their duty. As for André himself, he expected the fatal issue, and heard its announcement with resignation.

His last moments were worthy of his noble character. The following details are from the pen of Dr. Thatcher, an eyewitness of the event:

"2d October, 1780.—Major André no longer lives: I was present at his execution. It was a scene of the deepest interest. During his imprisonment and his trial, he discovered much dignity of character. The smallest complaint was never heard from him; and he appeared to feel very sensibly all the tokens which were given of an interest in his fate. He left a mother and two sisters in England, whom he loved affectionately; he spoke of them with tenderness, and wrote to Sir Henry Clinton, to recommend them to his personal care.

"The officer of the guard who constantly remained with the prisoner reported to us, that when they came in the morning to announce to him the hour of his execution, he did not discover the slightest emotion. His countenance, calm and collected, was strikingly contrasted with the sadness of those around him. Seeing his servant enter bathed in tears, he desired him to withdraw and not again to show himself but with the courage of a man. His breakfast was sent to him every morning from the table of General Washington. On that morning he received it as usual, and ate it with tranquillity. He then shaved and dressed himself, and having placed his hat on the table, he turned towards the officers of the guard, and said to them with an air of gaiety, 'Now, gentlemen, you see that I am ready to follow you.' When the fatal hour had arrived, a strong detachment of troops was placed under arms, and an immense concourse of people was assembled. All our officers were present, with the exception of General Washington and his staff. Melancholy reigned throughout the ranks, and despair was on every countenance. Major André came from his prison to the place of punishment between two non-commissioned officers, who held him by the arms. The looks of the multitude were directed to him with interest. His countenance, full of dignity, announced his contempt of death; and a slight smile would often arise, still more to embellish his fine countenance, when he saluted, as he did with politeness, all those whom he recognized in the crowd. He had expressed a desire to be shot, regarding that kind of death as more consistent with military habits and opinions, and to the last moment he believed that his wish was to be granted; but when he arrived in front of the gibbet, he made an involuntary movement, a step backward, and stopped for some instants. 'What is the matter?' an officer said to him, who was standing by.—'I am well prepared to die,' was his answer, 'but this method is odious to me.' While waiting at the foot of the gallows, I observed a slight shudder on his countenance, and that he made an effort in his throat as if attempting to swallow, while he placed his foot on a large stone, and threw his looks for a moment upwards; but soon perceiving that the preparations were completed, he stepped lightly into the cart, and observed, as he proudly raised his head, 'that it would

only be a momentary pang.' Drawing a white handkerchief from his pocket, he bandaged his eyes with a firmness and tranquillity which penetrated the multitude with admiration, and which made not merely his servant, but many of those around him burst into tears. When the cord was attached to the gibbet, he took off his hat and passed the running knot over his head, adjusting it to his neck without the assistance of the executioner. He was in this situation, when Col. Scammel approached, and informed him, that if he had anything to say, he was permitted to speak. He then raised the handkerchief from his eyes, and said, 'I beg you not to forget that I submit myself to my fate like a man of courage.' The cart was then withdrawn leaving him suspended, and he expired almost immediately. As he had said, he experienced only a momentary pang. He was dressed in his uniform, and was interred in it at the foot of the gallows, the place of his burial being hallowed by the tears of many of those who witnessed the close of his career. Thus died Major André, in the flower of his age, the friend of Sir Henry Clinton, and the honour and ornament of the British army. If the infamous Arnold was capable of entertaining any honourable sentiment, his heart must have been broken with grief and shame, when he heard of the tragical end of the unfortunate André. After heaping disgrace on himself by accepting service in the ranks of the enemies of his country, he went after the war to die in England, contemned even by those for whose benefit he had disgraced himself."

TRAITS OF ADMIRAL BYNG.

FROM THE JOURNAL OF AN OFFICER ENGAGED IN THE ACTION OFF MINORCA IN 1756.

TOWARDS the end of March 1756, I left London, and went with two brother officers to Portsmouth, to be ready for duty in the Mediterranean. About the middle of April, the fleet under the command of the Admirals Byng and West, sailed for Gibraltar. At this time we were certain of a war; encroachments had already been begun on our American possessions by France, and we had every reason to expect her immediate hostility in the Mediterranean; yet that fleet had been detained at Spithead for a fortnight till the repairs of the Intrepide (a 74-gun-ship we had taken from the French) were completed. This circumstance, with many others which attended the unfortunate destination of that equipment, convinced me there was something very absurd or very corrupt in the administration of the Duke of Newcastle.

I need not observe, that from my situation I often saw Admiral Byng, though never spoke to him but once. The land-officers had been appointed to their several ships; I was to sail in the Revenge; but I had a great desire to go in the Culloden, as in that ship I should have enjoyed the company of two or three intimate friends. To make this point, I waited upon Admiral Byng, but the arrangement having been made, I was told I must abide by it. I must here observe, that if "outward and visible signs" were always genuine and decisive marks of the inward man, you might have concluded, from the appearance of the Admiral, that he was a hero. His face, his person, and his manner, were manly and noble.

I shall not presume to renew the obsolete question of the motives of his conduct in his partial, and, indeed, ignominious engagement with the French; but I remember two anecdotes which rather bear against

his personal courage. I knew from good authority, that our then worthy old King (George the Second) frequently declared his apprehension that *Byng would not fight.* His Majesty must have had some sound reasons for this apprehension. Besides this, Major Marly of our regiment, as honourable a man as ever breathed, assured me that Admiral Byng, for some disrespectful words to the army, which he threw out in a coffee-house at Minorca, tamely suffered an immediate and great personal affront from a land-officer who had heard the offensive speech.

I must confess, I met with nothing very agreeable to my particular taste when I went on board the Revenge, a 74-gun ship, in which it was my destiny to sail to the classic shores of the Mediterranean. Capt. Frederick Cornwall, her commander, seemed about sixty years of age; he had the manners of a gentleman; he had a good person and a good face, but there was a natural haughtiness in him which had not been softened by the naval school of those days. He had lost an arm when a lieutenant on board the Marlborough, in the engagement of Mathews and Lestock against the French and Spaniards, in the year 1744, off Sicily. He was a man of the most collected and determined courage, of which I was an ocular witness in Byng's engagement. The irresistible enthusiasm of the English naval spirit forgot, or despised, the awful but cold authority of power, which in vain attempted to freeze that spirit. But I shall speak more particularly of the battle in its proper place; I come now to our advance towards it.

In our voyage to Gibraltar, we encountered a violent storm in the Bay of Biscay. When the weather had so far abated that landsmen might be on deck without incommoding the sailors, I went up to survey one of the originals of Salvator Rosá, a tempest in the Bay of Biscay, displaying one of the most tremendously magnificent scenes that can be imagined. The quotation of a highly picturesque passage from the royal and inspired Psalmist will be very apposite to describe what I saw and felt. "They that go down to the sea in ships, and occupy their business in great waters, these men see the works of the Lord, and his wonders in the deep. For at his word, the stormy wind ariseth, which lifteth up its waves: They are carried up to the heaven, and down again to the deep; and man's soul melteth within him, because of the trouble."

In the beginning of May, after a voyage of little more than a fortnight, our fleet anchored in the Bay of Gibraltar. We were there informed that war had been declared in England against France, and that the castle of Saint Philip, in Minorca, was laid siege to by the Duke de Richelieu. On this news a council of war met in Gibraltar, in which it was determined that Lord Robert Bertie's regiment, the Fusileers, which made part of the garrison, should be sent on board Admiral Byng's fleet, to do the duty of marines, along with the officers and recruits from England, for the Minorca regiments, and to relieve, if it were practicable, their comrades in Saint Philip's. This resolution of the council to put the English Fusileers on board the fleet, met with opposition from the Governor of Gibraltar, but the point was carried. I am now going to relate some particulars, which I well remember, of an inglorious yet memorable day.

The English and French fleets came in sight of each other on the

evening of the 19th of May, three or four days after we had sailed from Gibraltar. The French was under the command of Admiral Galissoniere. The enemy's force and ours were nearly equal; if he had at all the advantage, it was so trifling, that a true British sailor would not have deigned to have thought of it for a moment. On the same day we were off the Island of Minorca, where we gladly saw the British flag still flying on the citadel of Saint Philip. The brave old Blakeney had continued to hold out against his numerous besiegers, though he had only four regiments to support him, and they were almost worn out with fatigue, being unequal to the defence of the place.

Early in the afternoon of the 20th of May, 1756, the line was formed on both sides; the fleets were opposite each other, and with a very short distance between them. Nothing more attracts human admiration than courage. I shall never forget the youthful transport I felt on observing the behaviour of Capt. Cornwall on that day; he came upon deck, dressed in his full uniform, with an aspect of pleasure, as if his object had been a marriage fête, not a battle. Lord Effingham, a gallant man, (who had come out to join his regiment, if possible, which was stationed in Minorca,) was by his side. It happened that I was walking on the quarter-deck, not being yet ordered to my post, which was on the forecastle. "I think," said Capt. Cornwall, "I never saw a finer line than our's is to-day. The French, too, seem to offer fairly: this, I hope, will be a glorious day for England!"

All hands were now ordered to their quarters, and the cannon began to play. Admiral West led the van, and began the attack with the greatest activity and spirit. Admiral Byng, with his division, advanced in a totally different manner; slowly and heavily, when he should have come on with rapidity and ardour. The sight of this amazing sluggishness, at so critical a moment, struck Capt. Cornwall for an instant speechless, and, turning to Lord Effingham, and the other officers near him, he exclaimed, with all his brave soul in his own face, "Good God, what can Admiral Byng mean!" Admiral West's division was then warmly engaged with the enemy. In a minute after, Capt. Cornwall again cried out, "Now is the time: our Admiral must make all the sail he can and fall in with the enemy!" But Byng evidently showed that was not his opinion, and our brave captain at last gave up all hopes of any good from his conduct. He then repeatedly and earnestly desired the gentlemen on the quarter-deck to take particular notice of the Admiral, and to remember well his situation, and the tardiness of his movements. He felt the generous indignation of all Englishmen at such behaviour, and his breast was prophetic of a future inquiry. I shall here remark, that his evidence on the court-martial, when it did take place, was one of the most fatal testimonies against the lingerer; indeed, Capt. Cornwall was so different a man from his Admiral on this eventful day, that he even gloriously exposed himself, from the sincerity of his zeal for his country's honour, to the censure of martial law. He was in Byng's division, but he broke the line, contrary to the Admiral's arrangement, and attacked the enemy. We had three ships on us at once. My station was on the forecastle, with my Welsh and English Fusileers. We gave them some volleys of small-arms. After the firing had continued about two hours, the French fleet sheered off; the wind was in

their favour, and they were good sailers. It had evidently been their intention, as they aimed principally at our rigging, not to conquer us manfully, but to disable us from pursuing them. A noble end truly, to prepare for flight.

The gallant Capt. Ward, of the Culloden, a 74-gun ship, was emulating the example of his friend Cornwall, crowding sail to fall on the enemy. Adm. Byng hailed him as he was advancing, and ordered him to keep his station. In that moment, many of his brave sailors pressed towards him, and besought him by every thing that was dear to a British seaman, to lead them to the enemy. Ward burst into tears,—"What can I do, my worthy fellows?" cried he, "You see my hands are tied!"

This gentleman, too, gave a mortal wound of evidence at the court-martial on the delinquent admiral, owing to whom, the two largest ships in the fleet, the Ramillies and the Culloden, were not in the action. The British always fire at the hull, therefore many were killed on board the French fleet; very few fell on our side, because of the enemy's passion for demolishing the rigging. Capt. Andrews, however, of the Defiance, which was in Adm. West's division, and who first bore down upon the French, was killed. He was an amiable man and an excellent officer. We lost Capt. Noel too, of the Princess Louisa, and I think he died from his leg being shot away.

I shall here relate two remarkable circumstances respecting Capt. Andrews and Capt. Noel; they may be rejected by some, they will probably be ridiculed by others; but "there are more things in heaven and earth than are dreamed of by your philosophers!"

Capt. Noel had a strong presentiment that he would lose his leg in that engagement. What was the foundation of this idea I know not. He was an eminently brave man, and the impression by no means dispirited him. My anecdote concerning the as gallant Capt. Andrews is of a more serious complexion, because its presage pointed direct to a mortal issue. The anecdote was communicated to me by Capt. Harvey, of the English Fusileers, who was on board the Defiance in this engagement: he was a gentleman of unblemished truth, and was not only Capt. Andrews' messmate, but his intimate friend.

On the morning of the fatal 20th of May, Capt. Andrews, (whose courage was indisputable, having given signal proofs of it in several actions,) appeared at his breakfast-table uncommonly thoughtful. His friend Harvey took the kind liberty to remark it to him, as something unseasonable. "My dear Andrews," said he to him, "I know that you meet your duty with all your heart; but I am vexed to see you in a solemn reverie at this time; it may have a discouraging effect on those about you!" "Capt. Harvey," replied Andrews, "my heart thanks you for this seasonable admonition. I will shake off this discreditable melancholy, but you will pardon it, perhaps, on account of its extraordinary cause? I never was a superstitious man, though I never was such a vulgar fool as to despise religion; but last night I was prodigiously impressed with a dream, of which I have not now time to tell you the particulars, and it has assured me, without leaving a doubt on my part, that I shall meet my death in this day's action; yet depend upon it, Harvey, I will die like a man, I hope with credit to myself, to my friends, and to my country." He took a most affectionate leave of

Harvey when they were parting to their respective stations. "He gave me a friendly and ardent kiss," said Harvey, "but with cold lips." His attack of the French (for the Defiance began the engagement) was vigorous, and splendid to the highest degree. He, indeed, nobly fulfilled his promise, though he was killed, by a cannon-ball, in the first quarter of an hour of the fight.

But for the inglorious Adm. Byng, he made the best of his retrograde way, with his disappointed and mortified fleet, back to the old rock, *to cover Gibraltar*, as he was pleased to put forth, though the absurd pretext was destitute even of plausibility. Capt. Baird, of the Portland, a 60-gun ship, bore a very active and gallant part in this crippled engagement.

Of what I shall now say relating to the unfortunate and infatuated Adm. Byng, I could be supported in, as to its accuracy, by several men of veracity and honour, whose names I hereafter mention. Augustus Hervey (afterwards Earl of Bristol), at the time I am treating, commanded the Phœnix, a 20-gun ship. He was only a spectator of the action, but he was an intimate acquaintance of Byng's, and as an evidence at the court-martial was very zealous in his behalf. Vice-Adm. Smith, President of the court-martial, having observed his ardour for his friend, asked him in a very serious manner, "whether, if he had been in Adm. Byng's situation on the 20th of May, his conduct would have been the same as that of his friend's?" Hervey replied, that "his mode of acting should certainly have been just the same as Adm. Byng's."—"Would you have acted so, indeed?" returned the President. "Upon my honour, *I would*," answered the interrogated. "And, upon *my* honour," retorted Adm. Smith, "I believe that *you would!*"

Some little slur was then on the fighting reputation of Capt. Hervey, on account of some matter that had occurred between him and Capt. Milbank, at Gibraltar; but this hit of the President of a court-martial was both out of place and highly ungenerous. Whatever was the fault which had excited it, Hervey's subsequent conduct completely disproved Smith's observation. When sent out to the West Indies, he battered the Moro, at the Havannah, with the most heroic intrepidity and perseverance; and in that attack made the name of his ship, the Dragon, be regarded as an apt emblem of the achievement.

When the gallant Capt. Ward, of the Culloden (who, I have mentioned before, was by Byng's positive and even personal order restrained from the action!) was asked, on the court-martial, by the President Smith, what he (Ward) thought would have been the eventual fortune of the day, if the commander of the fleet had done his expected duty? "It is my firm opinion," answered Capt. Ward, "that we might have sunk, burned, and destroyed the whole fleet of the enemy." And when the interrogation was made to another captain in the fleet, (whose name has escaped my recollection,) of what he would have done, had he been the commander of the withheld division, he bluntly replied, "Sir, had I been ordered to throw succours into hell, I should have gone forward till my jib was burned."

While the unfortunate Admiral was undergoing in anticipation all the horrors of this court-martial, intelligence arrived in England that the Castle of Saint Philip, in Minorca, had surrendered, though with honourable capitulation, to the French. P. S.

others, were embarked on board the Ville de Paris. The dreadful fate of that splendid trophy of the immortal Rodney is too well known.

The reception Lord Harrington met with from his Sovereign was most flattering; and on the 20th of November, 1782, he was nominated one of his Aides-de-camp, which gave him the rank of Colonel in the army.

In 1783, on the death of Lieut.-Gen. Calcraft, the King presented his Lordship with the Colonelcy of the 65th; on that regiment being ordered to Ireland, he embarked with it, and while in Dublin had the command of that garrison. It was during this time that Sir David Dundas, then Adjutant-General of the Army in Ireland, wished to bring forward his system of tactics. Lord Harrington, who possessed talents peculiarly adapted for military affairs, and than whom no officer in the kingdom was better acquainted with the details of the service, the evolutions of troops, and the tactics of modern warfare, highly approved of the General's system, and immediately, with the approbation of the Lord Lieutenant, the Duke of Rutland, tried it with the 65th. The progress that corps made in it, and the evident utility that was to be derived therefrom in execution, steadiness, celerity and order, was so fully exemplified as to induce other corps to follow its example; so that shortly after it became general in both kingdoms; and in 1792 it was directed to be implicitly followed by every regiment in the service.

In 1788, Lieut.-General Tryon, Colonel of the 29th, died; the first account of which, Lord Harrington received by an express from Sir George Yonge, Secretary at War, notifying that the King had appointed him Colonel of that corps, *as he knew it was what his Lordship much wished for.*

In the summer of 1792 a camp was formed on Bagshot Heath. The infantry was divided into two brigades, and the first was commanded by Lord Harrington, with the temporary rank of Brigadier-General. At the close of this year his Majesty evinced a farther proof of his regard for his Lordship, by appointing him Colonel of the First regiment of Life Guards, with the Gold Stick.*

During the campaigns of the Duke of York in Flanders, Lord Harrington applied to the King, to be sent with his regiment to serve under His Royal Highness; but his Lordship's appointment of Gold Stick rendered this incompatible: but His Majesty, wishing to be made acquainted with certain proceedings on the Continent, and to convey his own ideas respecting the operations, sent Lord Harrington on a private mission to the Duke of York, with whom he remained for a short time.

In 1793, his Lordship was promoted to Major-General; in 1798, to Lieutenant-General; and in 1803, to General. In 1812, he was appointed Captain, Governor, and Constable of Windsor Castle. As a General-officer, his Lordship served on the Staff of Great Britain.

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* The etiquette of the Life Guards is as follows:—There are two gold sticks, one appertaining to each regiment; their duty is to attend alternately every month on his Majesty. Whenever a vacancy occurs of the Colonelcy of either of these regiments, the King nominates an officer of sufficient rank in the army, who must be a Peer, to the vacant gold-stick; which is, in other words, appointing him to the regiment.

The present sword of the army was first introduced by Lord Harrington, adopted by the Duke of York in the Coldstream Guards, of which His Royal Highness was then Colonel, and subsequently, by his Majesty's command, in all regiments.

His Lordship died at Brighton, on the 14th of September, 1829, at the advanced age of seventy-six. He is succeeded in his title and estates by his eldest son, Lord Petersham, a Colonel in the army. His Lordship's second son, Col. Lincoln Stanhope, lately commanded the 17th Lancers, and his third son, Col. Leicester Stanhope, was for some time Deputy-Quarter-Master-General to the Forces in the East Indies. His son Francis is also a Major in the army.

His Lordship was buried at Elvaston, the family seat in Derbyshire; and a monument by Canova, originally designed to be erected to the memory of an illustrious warrior, having been procured, now serves as an appropriate record of his Lordship's career, which is compressed into the following inscription:—

CHARLES
THIRD EARL OF HARRINGTON,
Lieth here entombed
With his Forefathers.
He was born
17th March, 1753,
And died
14th September, 1829.

Treading in the steps of his Ancestors, Lord Harrington entered the Army,
And served with distinction during the American War, from which, on his return home,
He was appointed Aid-de-Camp to King George the Third:
And was successively Colonel of the 85th, 65th, and 29th Regiments of Foot,
And of the 1st Regiment of Life Guards.

In 1805, Lord Harrington was employed as Ambassador Extraordinary to the Allied Sovereigns.
He commanded the London District during the threatened invasion of Napoleon;
And was afterwards Commander of the Forces in Ireland.
At the time of his decease, he was one of the Lords of his Majesty's Privy Council,
Knight Grand Cross of the Order of Guelph, Governor of Windsor Castle,
And one of the oldest Generals in the Army.
He lived beloved and honoured by his Sovereign, his Peers, his Brother Soldiers, his Family,
His Tenantry, and the Poor.
"Half of all Men's Hearts were his:" hallowed be his Memory.

To a revered Father's Memory,
This Monument is erected
By Charles Fourth Earl of Harrington,
Lincoln, Leicester, Fitzroy, Francis, Henry, and Augustus Stanhope,
Anna Maria, Marchioness of Tavistock,
Lady Carolina Stanhope,
And Charlotte Augusta, Duchess of Leinster.

ON THE RUSSIAN CONQUESTS IN ASIA.

FROM A GERMAN JOURNAL.

To ascertain the importance of the Russian conquests in Asia, it is necessary that we should possess accurate information respecting extensive regions, of which very little is at present correctly known; but this information cannot be obtained from the accounts of European travellers. The time spent in passing over those countries is usually too limited to enable the traveller to give an exact topographical description of them, and the despotic character of Asiatic Governments will often present obstacles to a sufficiently minute inspection of many important places. The accounts of the native Asiatic authors, when these are to be had, are, therefore, much more complete and accurate than the scattered notices collected by foreigners, who too often only repeat what they have heard from others. Those countries which the Russians obtained some time ago from the Persians by treaty, and those which they have recently conquered from the Turks, have, however, been as accurately and fully described by the native Armenians as any other part of the world, and from this source, hitherto unused, we purpose to extract the description of the places to which the progress of the Russian arms has directed general attention.

Along the whole line of operations of the Russian Commander-in-Chief, Paskevitsh-Erivansky, which extends from the western bank of the lake Van, northwest, towards the Black Sea, as far as Trebisond, there is no place more important than Erzerum. This city is the key to the whole of western Asia, of the trade of which it is the emporium, as well as of that of a great part of Central Asia. Erzerum is situated in the province anciently called Armenia Major, which lies so high that, according to the representation of the Armenian historian, Moses of Chorene, streams flow from it towards all the four quarters of the world. At the beginning of the fifth century, the Emperor Theodosius the younger, as appears from his own Epistle to the Armenian Catholic, Sahag the Great, (Mos. Chor. IV. 57.) ordered a city and fortress to be built, which might, in case of necessity, afford the inhabitants of that part of Armenia and the Greek army protection against the attacks of the Persians. The Patrician Anatolius, Commander-in-Chief of the province, was commissioned to select a site according with the benevolent views of the Emperor. Anatolius fixed upon the spot which had from time immemorial been called by the Armenians KARIN. There he built a city, to which the Armenians gave the name of Karnu Kakakh, that is, the city of Karin; but the Greeks called it after its founder, Theodosiopolis. Karin is situated in a plain which forms a circuit of several leagues in extent, and which is described by the Armenian historians and geographers as extremely beautiful and fertile. From the same authors we gather that this rich, well-watered, and fruitful district, is not far distant from the place where the sources of the Euphrates arise and moisten the marshy land through which they flow. Here fish is found in great abundance, as are also various kinds of birds, whose eggs alone might furnish sustenance for the inhabitants; the plains are thickly overspread with high grass, and produce grain of every kind. The mountainous parts are full of game, and there is every where a profusion of food and pasture for cattle.

In this plain, at the foot of a picturesque hill, whence many refreshing springs flow, the new city was, by the command of the Emperor, built, and surrounded by a deep trench and a rampart, furnished with watch-towers. When, at an after period, the Greeks and the Persians shared Armenia between them, Theodosiopolis remained in the hands of the Greeks. The Persian King, Kavad I., indeed, obtained possession of the city in the year 502, by the treachery of the Governor Constantius; but before one year had passed over, it fell again into the hands of the Greeks. Towards the end of the sixth century, the city Karin was once more captured by the Persians, a great part of the population removed to Hamadan, a city in Persian Irak.

In the year 647 the city was pillaged by the Arabs, and more than a century elapsed before the Greeks regained possession of it, under the Emperor Constantine Copronymus, in 755. Constantine caused the ramparts to be demolished, and removed the Mussulman inhabitants, together with their property, to the Grecian Provinces. It was not long, however, before it was rebuilt and inhabited by the Arabs: The Greeks took it more than once by storm in the course of the following centuries (950-1019,) but were not able to maintain themselves long in this quarter. It is probable that Arta, or Erzerum, the Arabic name of the city, became common about this time, the Arabs having called it the Land of the Rums (that is, of the Greeks,) because it long formed the frontier position between the Arabian possessions and the Greek Province of Asia (Natolia). The Armenians, however, adhered to the native and ancient appellation of the place, for, in the thirteenth century, their historian, Cyriacos, relates that two Armenian noblemen were tributaries of the Sultan of the City Karin. By the Sultan of Karin is, probably, meant the Sultan of Iconieme, who held the city in the first half of the thirteenth century.

In the year 1247, the Monguls appeared before the city. The leader of these hordes summoned the inhabitants to surrender at discretion. On their refusal the city was taken by storm and delivered up to plunder. Upon this occasion a great number of manuscripts were destroyed by the Monguls. At last they set fire to the town, and thousands of Mahometans and Christians perished by the conflagration. Some time after, the city was rebuilt by order of the Monguls, who, according to their well-known system of tolerance, placed in it a bishop, named Sarkis. This bishop completed the building of the town and reassembled its scattered inhabitants. After the dissolution of the Mongul dominion the town and fortress came into the possession of the Turks, and there peace was concluded between the Porte and Persia in 1735.

Arta, or Erzerum, the now prevailing name for the city and fortress of Karin, or Theodosiopolis, is built in a plain of two and a half geographical miles, surrounded partly with ditches and entrenchments, and partly with hills. The town consists of three divisions,—the fortress, the city, and the suburbs.

The fortress is called by the Moslems *Itsh Kalah* (that is, Fort Itsh). It is built upon a high hill and has twelve towers, which are all higher than those at Constantinople. The fortress may easily be bombarded and set fire to from one of the neighbouring hills, called *Topdach* (Cannon Hill), which Christians name the *Sacred Sign*, because the ruins of an old church are found there. Within the fortress there is also a mint, where, by command of the Sultan, money was formerly coined. Itsh Kalah has only one gate by which it is accessible, and the wooden magazines which contain the provisions for the garrison are without the gate.

The city itself is surrounded by a triple wall of stone. The inner wall, next to the fortress, is called by the Armenians *Nachalarisb* (signifying first wall), the outermost, *Krkenelarisb* (double wall), and the third, or middle wall, *Hisarbischen*. The breadth of these walls amounts to ten feet, and there is room enough between them for four waggons to drive abreast. In time of war the inhabitants of the surrounding places took shelter within the walls, and for that reason part of every house and habitation in the city was kept unoccupied. The first wall is very high, the outermost is lower, but is surrounded by a deep ditch, and stands at a good distance from the middle one, the Hisarbischen.

Each wall has four gates, placed opposite to each other, and from each gate a bridge passes to the intrenchment of the next rampart; the number of towers in the three walls is seventy-two. The city is inhabited by Turks and Armenians, and according to the calculation of Indschidschean, the Armenian historian, it reckons 100,000 Mussulman and 30,000 Christian inhabitants.* A great part

* Indschidschean, in his calculation, uses the word DUN, which literally means *families*; but this must be regarded as an exaggerated mode of expression.

BIOGRAPHICAL MEMOIR
OF
THE LATE CAPT. RICHARD SAINTHILL, R.N.

THE late Capt. Richard Sainthill was born at Topsham, in Devon, on the 23d of July, 1739, (old style;) and by the failure in the male line of the elder branch of the Sainthills, of Sainthill, who resided at Bradninch, was the representative of that ancient Norman family.

The commencement of the naval career of Capt. Sainthill was in 1751, when, at the age of about twelve years, he entered the merchant service under his father's command, and continued with him and afterwards with an uncle until 1757. At this time he was appointed a midshipman of the St. Alban's of 60 guns, commanded by Capt. Webbe, with whom he served during the war in his Majesty's ships Hampton Court, and Antelope, having passed his examination for a Lieutenancy in 1761.

The peace of 1763 appears to have blighted his hopes of immediate advancement in the Navy, as he returned to the merchant service. Soon after the commencement of the American War, he was captured when making a voyage to New York in a provision transport, which he then commanded, and taken into Dartmouth, near Boston. On his return to England after this piece of ill-fortune, Mr. Sainthill was placed in command of the Earl of Sandwich, a letter of marque, of 20 guns, belonging to the firm of Messrs. Isaac and Benjamin Lester, of Poole. In this vessel he succeeded in capturing a French West Indiaman, homeward-bound, after a spirited engagement of "several glasses." The Indiaman was valued at £30,000, and would have amply recompensed him for his former disappointments; but these anticipations vanished, on being himself captured with his prize, seventeen days after, by three French ships of the line, and taken into Brest. Mr. Sainthill was not detained long as a prisoner in France, and was allowed to return to England on his parole, in exchange for the Captain of the Modeste, a French Indiaman, Mons. Lefer de Chantelon, who was then a prisoner of war in England. By his application to the Earl of Sandwich, then first Lord of the Admiralty, followed by that of his employers, Messrs. Lester, this exchange was readily effected. We subjoin a letter from Mons. de Chantelon to Mr. Sainthill relating to it, as a document of such a nature in this time of peace carries with it some degree of novelty.

(TRANSLATED FROM THE ORIGINAL.)

Ashburton, Feb. 5th, 1779.

SIR,—I have received your letter, and am very anxious that the steps you are taking, and those I am myself about to adopt, may succeed in causing you to remain in your own country and in sending me back to mine. I have written to Messrs. Peter Thellusson, in London, to assist you with their good offices; I have also had the honour to write to Lord Shelburne, and have had my request to him seconded by Capt. Cosby, serving in the squadron of Admiral Keppel, and who, I am informed, is an intimate acquaintance of the former. I request you to communicate with my Lord Shelburne, as well as with Messrs. P. Thellusson and Company, who cannot fail to add much weight to our just solicitations.

I have the honour to be, with perfect consideration,

Your servant,

MONS. LEFER DE CHANTELON.

Released from his parole, and desirous of distinguishing himself in the naval service of his country, it became Mr. Sainthill's first care to seek his advancement in that profession for which his experience had so well fitted him. Amongst the various means he employed to obtain his wishes, we find in the following letter from his friend Mr. Lester, addressed to the Earl of Sandwich, in terms quite characteristic of the time, the interest he felt in his welfare.

Poole, Feb. 27th, 1779.

My Lord,—I return you my thanks for the liberty you have been pleased to procure for Capt. Richard Sainthill, of our ship, the Earl of Sandwich, taken by the French: from the very precarious situation of the times, Capt. Sainthill would be happy to serve on board any of his Majesty's ships of war; he has passed examination for a Lieutenant as far back as 1761, and would be a great acquisition to any of his Majesty's captains that may be in want of lieutenants of skill, sobriety, and a thorough knowledge of their business: if it should be convenient to your Lordship to appoint him to that station, you would add to the many obligations already conferred on,

My Lord,

Your Lordship's most obedient and obliged humble servant,

Benjamin Lester.

This recommendation, with one equally favourable from the late Capt. Sir A. S. Hammond, were attended to by Lord Sandwich, who appointed Mr. Sainthill a Lieutenant of his Majesty's armed brig the Countess of Scarborough, of 20 guns, on the 15th of June, 1779. He was some time acting in the command of this vessel, and whilst employed in the North Sea, in company with H. M. S. Serapis, encountered the squadron of the celebrated Paul Jones, off Flamborough Head. The details of this action, given in the dispatch of Captain, afterwards Sir Richard Pearson, who commanded the Serapis, make but little mention of the conduct of the Countess of Scarborough, in which vessel Lieut. Sainthill served, and we are therefore induced to give the following letter, containing an account of it, written by him when at the Texel to his Father-in-law in Hertfordshire.

Dear Sir,—I have no doubt of your having heard long before this of our misfortune in being taken, the particulars of which are as follow. On the 23d ult. being then in company with H. M. S. Serapis and the convoy from Elsineur, about four o'clock in the afternoon, several of the merchant ships to windward hoisted their colours at the mast-head, and fired guns; and soon after we spoke with one of them, who acquainted us that a boat had been aboard of him, and informed him that the ships which were then in sight off Flamborough Head, were a French squadron, consisting of two ships of 40 guns, one of 36, and a snow. The Serapis being then about four miles to leeward, we immediately bore away, made the signal to speak with her, and cleared the ship for action. About half-past five, our Captain went on board to receive directions from Capt. Pearson, and soon returned with orders to keep in a close line of battle astern of the Serapis. We then backed our main-top-sail, and laid by for the enemy's ships, which were coming down with all their sail set, there being little wind. We afterwards found them to be the Bon Homme Richard, of 40 guns, commanded by Paul Jones, who was the Commodore; the Alliance, of 36 guns, an American frigate, commanded by a Frenchman; the Pallas, a French frigate, under American colours; and a snow, of twelve guns. About half-past seven, the Bon Homme Richard began the engagement with the Serapis; at the same time the Alliance fired her broadside into us, which we returned, and continued engaging her about half an hour, when she got so far astern, that our guns could

not be brought to bear on her, nor did she seem desirous of again coming up. By this time the Pallas, which sailed heavily, and had not yet been able to come up, was near us, and in a few minutes came under our stern, and gave us her broadside. We then continued to engage her nearly one hour and a half, when our ship being much damaged in her hull, mast, and rigging, the braces, bowlings, &c. being shot away, seven of our guns dismounted, and twenty-five men killed and wounded, we struck to this ship, which had behaved nobly. The Alliance, which had all this time kept a-stern, now came up and hailed our ship, and then stood under an easy sail towards the Serapis, which had from the beginning been literally yard-arm engaged with Jones, the ships being lashed alongside each other, so that the lower-deck guns of each could not be run out, and both ships were several times on fire. In this situation, the Serapis, having engaged both ships for some time, was also under the necessity of striking, and soon after her main-mast went overboard. The Bon Homme Richard was almost torn to pieces, had seven feet water in her hold, and was on fire near the magazine at this time. Capt. Pearson was in this dreadful situation great part of the night, in danger of being blown up or sinking, which certainly would have happened if the weather had not been very fine. The following day they got out the powder, and all the men, except a few of the wounded; and we had the satisfaction to see the Bon Homme Richard go down. The number of killed and wounded it is impossible to give you any account of at present, but you must suppose it is very considerable; perhaps, near 300 in this ship; and upwards of 100 in the Serapis: in the Pallas 16 or 18, who are all dead.

Yours, &c.

The following is a comparative view of the force of the vessels engaged.

Bon Homme Richard, 40 guns, and 375 men, commanded by Paul Jones.	Serapis, 40 guns, Capt. R. Pearson.
Alliance 300 men 40 guns.	Countess of Scarborough, 20 guns.
Pallas 275 men 36 guns.	Crews amounting to 380 men. Capt. Piercey.
Vengeance 75 men 14 guns.	
Ships 4. Men 1,025. Guns 130.	Ships 2. Men 380. Guns 60.
Killed and wounded unknown.	Killed and wounded 129.

The result of this action,* in which there was so great a disparity of force between the contending ships, was highly honourable to the vanquished party: the safety of a convoy had been secured at an important period, and the commanding officer received those rewards which his bravery had merited.

On his return from the Texel in 1780, Lieut. Sainthill was appointed to H. M. S. Duke, Capt. Sir C. Douglas, one of the ships forming the Channel fleet; and was present in her at the relief of Gibraltar, under Admiral Darby. The Duke was afterwards one of the ships of Sir George Rodney's squadron in the action with the Count de Grasse,

* "This is allowed to have been one of the most sanguinary actions recorded in naval annals. It was on this occasion that Capt. Pearson received the honour of Knighthood, and the freedom of several seaport towns. The corporation of Scarborough, from whence the action was witnessed, as also the Royal Exchange Assurance Company, respectively presented him with elegant boxes, on which were appropriate inscriptions."—*Naval Chronicle*, vol. 24.

It was asserted by Lieut. Sainthill, and corroborated by the officers of the two English ships, that one of the frigates which had engaged the Countess of Scarborough, fired several broadsides into Paul Jones's ship purposely, mistaking him for the latter vessel. He was much disliked by those who served under him, and this circumstance strongly confirms the opinion formed of his general character.

in the West Indies. After the action, it devolved on Lieut. Sainthill to conduct the French frigate L'Aimable to Jamaica. Here he was appointed First-Lieutenant of H. M. S. Unicorn, Capt. Archer; and on the voyage to England this ship beat off an American privateer of much superior force.

The services of Lieut. Sainthill had already evinced his zeal and activity, and shortly after being paid off from the Unicorn, he received an appointment of an arduous and harassing nature. In the commencement of the war of 1793, he was nominated Agent of Transports afloat at Cork, and conducted a body of troops to the Weser and Ostend. The able manner in which he performed this service called forth the highest eulogium of Capt. Moriarty, who attended the embarkation of the troops at Cork, and who, in a letter to the Navy Board, asserts that "his zeal and activity could only be equalled by the accuracy of his judgment and the justness of his dispositions." In recommending him for promotion, lest his so doing might be attributed to interested motives, he adds, that previous to his arrival in Cork, he knew nothing of Lieut. Sainthill, and could, therefore, have no other motive in recommending him, than to perform a duty to the service, and a justice to merit. A letter of thanks from the Navy Board for the promptness of the embarkation was the reply to this, in which Lieut. Sainthill was promised not to be overlooked.

The good opinion entertained at the Navy Board of Lieut. Sainthill's abilities, from the above favourable testimony, and the friendship of Sir A. Hammond, soon procured him an appointment in that line of service for which he had proved himself so well qualified. In the month of September 1793, it was determined to send reinforcements of troops to Lord Hood for the relief of Toulon, to which service Lieut. Sainthill was immediately appointed. In February 1794, he accordingly sailed from Cork, in company with ten sail of transports, having on board the 12th regiment of Dragoons, under convoy of his Majesty's ships Irresistible, Winchelsea, and Ceres. After experiencing bad weather, in which the convoy were dispersed, Lieut. Sainthill's ship, in company with three others, arrived off Toulon, but narrowly escaped being captured by a Spanish frigate which had chased them.

Mr. Sainthill was now in a part of the world where the most active operations of war were going forward, and in a species of service which called for the utmost exertions from one in the very responsible station in which he was placed. The duty of Agent of Transports is well known by our readers to be of no easy nature in time of war, and the present period was by no means calculated to make it so. Having arrived too late to be of service at Toulon, he was directed to proceed to Civita Vecchia, and had the good fortune for his services at this place to receive the following acknowledgment from Pope Pius the Sixth, which was thus communicated to him by Sir John Cox Hippisley.

Rome, 13th June, 1794.

Sir,—At the request of his Eminence the Cardinal Secretary of State, I have the pleasure to transmit to you a gold medal, which it is his Holiness's desire that you will accept as a mark of his particular esteem, and as a remembrance of your being his guest at Civita Vecchia, commanding the convoy of his Majesty's 12th Regiment of Light Dragoons.

I beg to inclose a copy of his Eminence's letter on occasion of my announc-

ing to him Sir James Erskine's orders for the recall of the regiment, with his thanks for the attention it had received from his Holiness's Government. On the receipt of your letter, which had been transmitted some days afterwards by the Governor of Civita Vecchia, his Holiness expressed equal satisfaction that both departments of his Majesty's service should have been alike gratified in their accommodation at that place, and immediately ordered his minister to prepare this mark of his esteem, which I have so much pleasure in conveying to its destination. I have the honour to be, Sir,

Your very obedient and humble servant,

J. Cox Hippisley.

The medal was struck in commemoration of the Pope's restoring the harbour of Civita Vecchia to its present state.

I will beg the favour of you, Sir, to make my best respects to my Lord Hood.

Lieut. Sainthill, late Commanding the Convoy of
His Majesty's Transports at Civita Vecchia.

FROM THE CHAMBERS OF THE VATICAN, MAY 30, 1794.

The special consideration which the Holy Father has always had, and will have, for the illustrious and generous English nation, makes him seize this occasion of the residence of an English regiment in Civita Vecchia, to give them proofs of it: and as he has reason to applaud the regular conduct of the troops, he has determined to convince them of his perfect satisfaction, by the present of a gold medal to each officer, including the Hon. Gen. Stuart and Sir James Erskine, though absent.

But as those medals, twelve in number, are not ready, nor can be completed before the departure of the regiment from Civita Vecchia, it will be the care of the Holy Father to give them as soon as possible to Mr. Hippisley, that he may send them to the respective officers, and be at the same time the interpreter of the sentiments of affection, and the particular esteem which he preserves, not only for the nation at large, but for every individual of it.

The Cardinal Zelade, Secretary of State, in participating these Pontifical dispositions to Mr. Hippisley, Member of the British Parliament, offers himself always ready at his command, and assures him of his particular esteem.

From Civita Vecchia Mr. Sainthill was ordered to Corsica, where he was employed under Lord Nelson at the sieges of Calvi and Bastia. The following letters, containing directions which he received from Lord Nelson, will convey some idea of the active duties attached to his station.

Aug. 5th, 1794.

Sir,—You will let me know in the course of the day, how many people each ship of your division will carry, without inconvenience, for a very short voyage: also, if you have water and provisions for the number of people your ships will carry: also let me know what men are on shore belonging to ships of your division, in case Agamemnon should not return before the transports are wanted. I wish to see you with the return, and let me know if there are any transports here, except of yours and Lieut. Caine's division.

I am, Sir, your very humble servant,

Lieut. Sainthill, Agent for Transports. Horatio Nelson.

Camp, Aug. 7th, 1794.

Sir,—All the transports under your direction to be moved directly to this bay, and anchored under our Camp. I have directed all the transports-men here to be sent to your assistance; but you will get your ships as ready to weigh as possible before their arrival. I am, Sir, your very humble servant,

Lieut. Sainthill. Horatio Nelson.

And the following hurried acknowledgment of his services on these occasions is to be appreciated when coming from such a source.

Agamemnon, Calvi, Aug. 14th, 1794.

Dear Sir,—Your readiness at all times to expedite the King's service I shall always bear my testimony of, and therefore I have no doubt but you have got all the barrel powder from the shore on board the Scarborough, which I hope is 500 barrels: if she should not be sailed for Fiorenza, pray expedite her as soon as possible, and don't keep her for a few barrels. I shall be off Revelatta Point nearly all day to-morrow: let her join me, and I will see her safe into port. Should the Agamemnon not be there, she will proceed by herself. I have written a line to Capt. M'Namara about her.

I am, dear Sir, very truly yours,
HORATIO NELSON.

Lieut. Sainthill, Agent for Transports.

The active services afloat of Lieut. Sainthill may here be said to have terminated. In December 1794, he was ordered to return to Ireland with a fleet of transports, and when off the mouth of the Shannon, had a narrow escape from being captured by a French fleet, through which, according to his log, he actually passed in a thick fog. He arrived afterwards safely in this river with all the ships of his fleet.

The next appointment Mr. Sainthill received, was that of Resident Agent of Transports at Cork, in 1796; but in consequence of a reduction which was ordered to be made in this department by Mr. Pitt, he was discharged in the course of the following year. On this occasion it was the misfortune of Mr. Sainthill to be the junior officer appointed, by a few days only; and on his retirement he received the warmest approbation of his conduct from Sir A. Hammond, with the assurance of his desire to serve him. After this reduction, Lieut. Sainthill was unemployed during the remainder of the war until 1814, when he was superannuated with the rank of Commander, as an acknowledgment for his past services. Had Mr. Sainthill adopted the *high road* of his profession, his zeal and abilities would in all probability have obtained him that preferment which he sought for; but it was his fortune to pursue another, in which greater difficulties are encountered and promotion more distant. In this he persevered, and performed his duty with satisfaction to his superiors.

In 1797, Capt. Sainthill had received the appointment from the Irish Government of Agent of Transports for Convicts from Ireland to New South Wales. Although a duty comparatively insignificant to his former, this was sufficient to employ a mind ever bent on naval concerns; and he retained this appointment until the year 1824, when, in consequence of some arrangements, the office was entirely removed from Ireland. Being now at the advanced age of 86, he could no longer look for employment, and having two sons in the same profession which he had followed from his youth, his first wish was for their advancement. His own services, in his opinion, had not met their due reward, and with the hopes that his son, Mr. G. A. Sainthill, then at sea, might benefit by them, he petitioned the Lords of the Admiralty, in 1825, for his promotion. His application was unsuccessful, and Lieut. Sainthill is still serving as First-Lieutenant of H. M. S. Isis. Disappointed in realizing the natural wishes of a parent, and incapable of farther service himself, he died at the advanced age of 89, after a life devoted to the naval service of his country.

REMARKS ON THE MILITARY SURVEYING SYSTEMS.

AS DETAILED IN PAGES 176, &c. OF NO. 8, OF THE UNITED SERVICE JOURNAL.

To the Editor of the United Service Journal.

SIR,—As it appears to be the aim of your writings to hold an impartial superintendence and review of all which may be through your Journal laid before the public, perhaps it will be permitted to one of those who admire the spirit which actuates your work, to place before the public a few remarks on your review in pages 176 and following, ON MILITARY SURVEYING.

I am, Sir, yours, &c.

———.

Between the modes of expressing the situation of objects in a country, which is the essential substance of military drawing, there must be so much difference or degrees of detail and exactitude required, that it appears hardly just to condemn any system which professes to enable an officer in command to arrive at a clearer knowledge of the situation of the several tracts of country, or of the objects in general around him, than has been usually within his attainment by former systems of drawing. It may be asserted by many of your military readers, that by themselves, in the field itself, they can by common reconnoitring at the time of action obtain sufficient insight into all the localities of their position. Without referring back to the examples of the most distinguished warriors in past times, or looking to the conduct of the officers of Alexander in his advance to India, or to that of Napoleon, whose known predilection for military plans your Journal has already noticed, it must, on a little deliberate consideration, appear sufficiently evident how much advantage an officer must receive from any clear detail of the localities.

Personal experience has enabled me only to speak as to *one* instance of the value set upon such detail. A general officer, who was ever considered as least likely to respect any system but that of obtaining knowledge by the *arme blanche*, was ordered to advance his brigade; I had been directed to prepare an outline of the country through which he was to pass, but it was not complete. Although time pressed, the general would not move without his plan, saying, anything was better than nothing; and that though he had the *names* of the villages where the enemy had his advanced posts, and had seen them in the map of the Commander of the forces, it was useless to him unless he had the *situation* of such posts and villages. With my very incomplete plan, the general set out perfectly contented.

No ill-timed or needless apprehension ever could be laid to the charge of this officer, for never had a brigade a leader less subject to such accusation of want of confidence in his own and his soldiers' powers, for a few months afterwards he sealed the assurance of such with his blood. A lover of Romance would say,

> "Peace to his gallant spirit!
> He died as hearts like his should die."

If all countries were perfectly flat, the site of towns villages, woods,

&c. would be sufficient; but I would ask the advocate for the system of light and shade, or darkness, and which I hope may never lead to chaos, whether experience has shown him that military men can understand and keep in "keeping of their memory" more readily the data of his key for reading the plan by the exact proportion of light to the shade in the slopes, than by the seeing printed in the heading of a plan elucidated by normals, that for every mark or normal he is to read twenty-two feet or thirty-three feet of height. Can it not be easily imagined how perplexed a general would be by his staff-officer saying to him, "No, indeed, general, there is more light here than shade, therefore it must be so many degrees of elevation;" or if the whole plan be covered by figures, 230, 460, &c. would it not tend to confuse one before whom all should be laid as clear as the daily state of his brigade; while, on the other hand, without requiring of the reader of the plan to understand Algebra, it is merely required of him, if he wishes to know the height of any one point on the surface or side of a hill above the marsh or rivulet at the foot of it, to see how many of the normals it takes to arrive from the bottom to such point; the less shading there is to such a plan the better.

The absurdity of requiring heights of mountains or hills in a position on the eve of a battle is too evident to the most superficial reader to require refutation or comment; but because on *such* an occasion it is needless or impracticable, does it necessarily lead to such being at *all* times so? Does a force never occupy country for so long in the immediate vicinity of a position, as to enable an officer to take an outline with a few relative heights? advancing by a road lined with positions, and contemplating the possibility of having to retreat by such before the enemy, is it then useless to devote the few hours which are not required for procuring cover and forage, to laying down an outline with a position for artillery? though, should such ground be laid down by the judgment of the eye, or light and shade proportion, the gunners might often find it impracticable to stand without traverses, or guard from enfilade to their battery.

The pages of your Journal, which record the struggles of our army in the Peninsula against the several evils which the soldier on service is heir to, contain details of marches and countermarches with leisure periods especially adverted to; would it in such cases be wholly useless to have drawings of the ground traversed? Where a nine or six-pounder is conveyed, surely so small an object as a light theodolite, weighing only nine pounds, and a sixty-foot chain, might be carried.

Your remarks on the Normal System, page 183, go to prove that it is required for such method of demonstrating the ground, to take the levels *at every twenty-two* or *thirty-three feet;* but on the other hand, by considering more attentively what is required, it will be seen that the angles are only required to be taken at every change of ground in the side or slope of the hill, and if Nature be more attentively consulted with instruments, her undulations will be found to be reducible to outlines, which are very nearly straight, much more so than most casual reconnoitrers would suppose. If such undulations neither arrest the fire of guns, nor give cover to man, of what import are they, and if not of any, why may not the military man omit them?

I should also wish some of your readers to recall any period of using *paper for shading after long marches, or even exposure* to a *damp* military store, and the remembrance of the striking effect produced by the brush and Indian ink will be sufficient to induce them to prefer Algebraic or Normal, or any signs in the world, except innumerable figures, to the method of ordinary shading. Etching the slopes with a pen, is preferable to shading in such circumstances; but the figures for heights require blank spaces left for them; as indeed do, if the shade is dark, the normals; but a plan is intelligible by the latter system from the barbs pointing to the heights without any shading, which the figures would not effect so readily.

As to carrying a scale of normals (page 183,) one is easily affixed with a scale of miles to the plan; and if the General can read his miles or furlongs, he can also read the angle of the slope, though, as the heading assures him the value of each normal line is so many feet, he needs no reference to scale for the simple heights or relative commands. Thus the result of operating by this system, is the obtaining a *two-fold* benefit, viz. the heights and angle, which is in opposition to your remark of a *single end* by *double process*. The minuteness need not be had recourse to unless a greater exactitude be required.

The age in which we live, Mr. Editor, allow me to remark, is any thing but the age of bigotry; and surely it is the part of the man of sense and discernment to extract what he shall find serviceable in any practice which meets his observation, leaving to the fool to be obstinately attached to customs, whose chief merit in his eyes is, that they were such as have time out of mind existed.

Your adoption of the system of Lieut. Siborn, who deserves much praise for his works on military drawing in general, (though some parts are objectionable,) shows that you are not so attached to the customs of our fathers when found erroneous; and it will be subject for commendation among all who give themselves to the study of the staff arrangements of military bodies, when they see that any improvement or alteration likely to be made in our systems, has notice and unbiassed judgment passed on it in the pages of your Journal.

The author of the letter on Distinctions for Service, might have noticed the Prussian system of rewarding by medals cast from the cannon taken in the campaign. The medals having inscribed on them, "Campaign 1803," &c. and for a battle or siege, the person engaged has a cross of metal.

SUGGESTIONS IN NAVAL ECONOMY.

BY SIR SAMUEL BENTHAM.

To the Editor of the United Service Journal.

2, Lower Connaught Place, 14th Dec. 1829.

SIR,—In the November Number of your Journal, p. 630, your correspondent F. mentions some advantages which would arise from the employment of Government vessels in lieu of hired transports; and in your last Number I observe a representation of the incompetency of an officer's half-pay to support a family. Both these subjects had long since occupied my attention; and during the time when the administration of our Navy was in the hands of the Lord High Admiral, I drew up the enclosed paper, which was submitted to his Royal Highness, and, as I understood at the time, communicated to the Navy Board; I likewise furnished a copy of it to one of the members of the Select Committee on Finance, which was then sitting. The change which shortly afterwards took place in the administration of the Admiralty department, and the cessation of the labours of the Finance Committee, have no doubt caused this communication to be overlooked; but the advantages derivable from the measures there proposed, still appear to me to be so important, that I am led to transmit to you a copy of my proposals, in the hope that their publication in your widely-circulated Journal, may call attention to them in such a manner as to induce a farther investigation of the subject.

I cannot, however, but add, that at the present moment, when the state of Europe seems to present every prospect of a long-continued peace, it appears every day more and more important to adopt a measure, which, while it will be a source of great economy to the public, will be at the same time a means of keeping up the sea habits and proficiency of our naval officers, while to them individually it will diminish in a great degree the evils of half-pay, and of little or no advancement; evils which will be the more severely felt, in proportion as peace lasts the longer.

I am, Sir, your obedient servant,
S. BENTHAM.

To the Secretary of the Admiralty.

54, Manchester Street, 7th March, 1828.

SIR,—It having lately appeared to me that a great saving might be made in the providing for the transport of the *personnel* and *matériel* of warfare, amounting at different times, and under different circumstances, to sums varying from fifty thousand pounds to more than a million per annum; I would beg to lay before his Royal Highness the Lord High Admiral the following observations and particulars relative to this subject, as also the estimates from which those savings appear.

By the printed papers which I took the liberty three weeks ago of submitting to his Royal Highness, other copies of which I at the same time sent to you, requesting they might be presented to his Royal Highness's council, it may be seen that I am now laying before the public a view of some imperfections in the system of management under which the business of the Naval Department is carried on, such as may (I should hope) be useful whenever inquiry may be made into the expediency of proceeding with a reform of the system, such as above twenty years ago was intended and commenced by two successive Boards of Admiralty, in as far at least as regards his Majesty's dock-yards.

Among the defects in the system which I have been led to notice in my official correspondence, as one unperceived source of bad economy in the commercial and manufacturing branches of naval business, are the division of business the

same in its nature, and the portioning it out under the separate direction and management of different subordinate boards, having little or no communication with each other, and the great imperfection in the accounts kept by these separate boards, and in particular inasmuch as these accounts are not suited to bring to the notice of the superior authority the comparative expense of producing any given effect by one or other of the different means that are employed under different persons, or different boards. It is in collecting instances in support of this general assertion, that the saving abovementioned in the expense of providing means of transport, has presented itself as worthy of consideration.

In respect to the means of effecting the purposes in question by the hiring of transports on monthly pay; I have no reason to suppose the existence of any extravagance, impropriety, or negligence in the manner in which the hire is effected, or to imagine that the accounts kept of the expenditure for this purpose are less accurate or complete than those kept in any other branch of naval service: but in regard to the fitness of these accounts for exhibiting abstracts of this expense, compared with the expense at which the same effect might be produced either by building vessels expressly for this purpose, and equipping them entirely on Government account, or by employing now in time of peace already existing vessels, I believe I may venture to say that no such accounts are kept as can exhibit any such comparative expenditure.

Had accounts of this nature existed, it seems probable that many of the savings in the transport service which I now take the liberty to submit, would already have been made; but as it is, in submitting my ideas to his Royal Highness, I cannot but regret that the want of recent official data on some points, prevents me from making more than an approximation to what would be the real amount of the savings in question. The data, however, such as I possess, indicate those savings to be as follows:—

1st. If, instead of hiring transports on monthly pay, vessels were employed in lieu, built, equipped, and manned on Government account, the annual saving, now in time of peace, would amount to about fifty thousand pounds, and, in some times of war, to upwards of a million in a year. See Estimate No. 1.

2nd. If in time of peace, instead of hiring vessels for any transport or packet service, vessels of war were, instead of lying in ordinary, to be employed for those services of all kinds, the present annual saving would amount to about two hundred thousand pounds. See Estimate No. 2.

In submitting to his Royal Highness a proposal of this nature, it seems incumbent on me to point out some of the collateral advantages which might result from the employment of vessels of war in such services in time of peace: I therefore take the liberty of adding to the enclosed estimates a short statement of these advantages, together with answers to some objections which might be likely to present themselves in regard to the measures in question.

I am, Sir, your very obedient servant,

S. BENTHAM.

COLLATERAL ADVANTAGES.

Amongst the collateral advantages which might be made to result from the employment of Government vessels for the services in question, instead of hiring transports and packets, the following may seem worthy of consideration.

1st. Considering that the desiderata in ships to render them the most fit for transport service, are nearly similar to those requisite in vessels intended for general warfare, if ships built for the use of his Majesty's service are generally more efficient than those built for the service of private individuals, better ships would thus be obtained for the transport service. If, on the contrary, any of the Government built ships should be found inferior, such inferiority being brought to notice, could not fail to tend to improvement, as there can be no doubt but that Government might build vessels as good in all respects as any private individuals.

2nd. The affording greater facility to the arming all transports in such manner as may be thought most desirable, whether intended to sail with or without convoy.

3rd. The having on board vessels employed in this important service, no other *personnel* than such as are subject to military discipline.

4th. The affording an opportunity in time of peace for experimental observations on the sailing and other properties of vessels, without the additional expense of sending out vessels to sea for that purpose only.

5th. The employing officers of his Majesty's Navy instead of captains and mates of merchantmen, thereby keeping in actual service and in constant readiness in the event of war, (with the advantage to themselves of full pay without extra expense to the public) a number of naval officers, who might otherwise be passing their time on shore with little advantage to themselves or to the public.

6th. The keeping in time of peace a considerable number of petty officers and seamen under discipline and in habits of actual service at sea, instead of forcing them to seek employment elsewhere, or leaving them on board ships in ordinary, in the demoralizing and uninstructive service of harbour duty; advantages which would, no doubt, be found productive of material energy and dispatch at the forming any armament on the breaking out of war.

7th. The saving the expense of keeping ships in ordinary, or, at least, as many of them as might be thus employed in time of peace; and the being enabled at the same time to apply to use a number of ships and of various articles, of which a provision is necessarily kept in store, although liable to decay, thus affording an opportunity of substituting new ships and stores in their lieu; and farther, on the conclusion of a peace, the being enabled to employ on this service a quantity of perishable stores, which would otherwise be to be sold at a considerable loss.

8th. The affording advantageous employment to a considerable number of shipwrights and other artificers in the building or repair of such vessels, whereby that number of the most efficient and deserving workmen might be kept together during peace, ready to effect the outfit of a fleet on the breaking out of a war.

9th. As Government is already provided with docks, slips, basins, workshops, and other accommodations, together with the necessary superintending officers, the building and repair of vessels for this as well as for all other purposes might, in time of peace, be effected on Government account cheaper than in a private establishment, where the Proprietor must be indemnified for the interest of his capital laid out in providing such accommodations. Besides that the permanency of Government establishments, and the certainty of Government payments, afford the means of acquiring materials and workmanship at a less expense than they can be provided by private individuals.

10th. Should ships of war be employed during peace as transports, the having always afloat in different parts of the world, where troops and stores are sent, a number of vessels ready to be cleared and armed on the spot on the shortest notice, having on board the most essential part of their crew in a perfect state of discipline, which crew might be easily completed to the war complement by inferior seamen and landsmen, whereby means would often be afforded of forming at the least expense a considerable naval force at the spot where perhaps it might be the most suddenly wanted.

An objection likely to be made to the employing ships of war as transports, is, that vessels built expressly for the conveyance of merchandize might be more fit for the purpose, as being more bulky than a ship built for war; but in answer to this objection, it must be observed, that a vessel of war, when stored for foreign service, actually carries a weight of guns, ammunition, stores, men, and ballast, perhaps equal in amount to what a merchantman well can convey; that a vessel of war may, by her lading, be brought as deep in the water as a merchantman, that capacity is a quality equally desirable in both cases, and that the overloading the vessel, so as to make her a bad sailer, and thereby produce retardation, a delay might equally in both cases cause a loss of interest on capital, such as to overbalance any saving produced by the increased quantity put

on board, independently of all other disadvantages resulting from the employment of bad sailing vessels. The superior accommodations usually afforded in vessels of war for the great number of men employed in working the guns, &c. are equally essential for the due conveyance of troops; more especially as landsmen can less bear the inferiority of such accommodations than seamen accustomed to nautical inclemencies and inconveniencies.

Another objection likely to arise to the employing of Government vessels, especially on distant service, is, that Government having no back-carriage, as in the case of ships taking troops to the East Indies, or convicts to Australia, the whole expense of the voyage home as well as out must fall upon the transport service outwards. But to this it may be replied, that there are many stores used in the navy of which a great part of the cost consists in their freight from foreign parts, such as teak-wood, for example, or other timber for construction, besides smaller stores. If these were then purchased on Government account there, or agreed to be brought home in Government vessels, this would, no doubt, be found to be a very advantageous means of employing such back-carriage: and there seems no reason why the practice of bringing home money and jewels, &c. in Government vessels, for the accommodation of merchants, might not be extended to other valuable stores.

In regard to buying or building ships for transports instead of hiring them in time of war, an objection which may naturally present itself, is, that there would be on the hands of Government, at the return of peace, a great superfluity of shipping to be laid up or sold. To this it must be replied, that the actual quantity of shipping at that time in the country would be the same, whether Government hired transports or employed their own; and that it may be fairly presumed that Government would have as good means of selling superfluous transports, as the private individuals who would otherwise have to dispose of them.

Estimate No. 1.

Estimated annual expense of a vessel of 400 tons, built, equipped, and manned, by Government, as a transport:

A vessel of 400 tons may be built and fitted at £15 per ton,* her cost would therefore be £6000. Suppose the average duration to be eight years, and allowing one per cent. interest and risk on that sum,† the annual cost of the vessel, so provided, would be .	825	0	0
Taking, as from the Navy Estimate of this year, the wages per man, per month, at £2. 9s. 0d.; victuals at £1. 12s. 0d., and adding 15s. for wear and tear (as from the Navy Estimate of 1823), the monthly expense, per man, amounts to £4. 16s. 0d. Supposing a man for every 20 tons (which, as far as I can learn, is more than is generally found necessary in the merchant service) and thirteen months in the year, as is usual in the navy, the annual expense would be	1248	0	0
Total expense per annum .	£2073	0	0

Annual cost of a transport, on monthly hire, estimating at the price of the year 1806 (when the price of victuals and pay of seamen were less than at present), that being the latest period at which I happen to know the price of such hire:

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* Fifteen pounds a ton may seem a very small price for building and fitting a vessel; but during the last war, when both workmanship and materials were at the dearest rate, a private ship-builder offered to build vessels at the rate of £8 10s. a ton, according to the model of the Arrow and Dart; vessels, on many accounts, peculiarly suited to the transport service. (See my Naval Papers, No. 8). The fitting of such vessels would certainly not exceed £6 10s. per ton.

† This, besides the 20 per cent. allowed in the next article, under the head of wear and tear.

The hire of a transport of 400 tons, at 19s. a ton, amounts to £380 per month. Supposing thirteen months in the year be reckoned, the annual amount would be £4940, but (as I do not know whether the hire be by the lunar or calendar month) reckoning it at twelve months only, the annual cost amounts to .	4560	0	0
Annual cost, as above, of a similar ship, built and manned by Government	2073	0	0
Annual saving to Government, on each transport of 400 tons, by building, equipping, and manning ships themselves . .	2487	0	0
Annual saving on the number of transports employed in the present year, when the estimate for those on monthly pay is £100,000*	54,531	9	5
Annual saving on 266,763 tons, the greatest tonnage of transports, on monthly pay, employed during the last war	£1,408,598	19	0

ESTIMATE No. 2.

Estimate of the annual saving which would be effected by the employment of vessels of war, now lying in ordinary, for the transport, packet, and other services, for which vessels are now hired:

Annual cost of hired transports, per vessel of 400 tons, as per Estimate No. 1	4560	0	0
Annual expense in seamen, victuals, and wear and tear of a vessel of 400 tons, taken from those now lying in ordinary .	1248	0	0
Saving on each vessel of 400 tons .	£3312	0	0

According to the estimates of the present year, the total amount of the cost of hired vessels is as follows:

Transports on monthly pay	£100,000			
For transportation of convicts	78,000			
For conveyance of troops and stores to the Colonies	52,000			
Vessels hired on short service	22,000			
Hired packets	34,450			
Officers' Agents afloat	4,000			
		£290,450	0	0
Total annual saving on this sum of £290,450, by the employment of vessels, now lying in ordinary, instead of hiring vessels for the service in question		£201,749	5	1

The sums of £6500 paid by Government for carpenter's work on board transports and for fitting convict ships, and £10,000 for bedding for troops and various stores on board are omitted on both sides of this account, as a considerable part of these expenses would be equally incurred in the case of employing Government vessels.

The saving of a portion of the expense incurred on ships lying in ordinary, in wages, and harbour victuals, is omitted, as I have no means of estimating what part of this expense (amounting, for the present year, to the sum of £157,254) would be saved, by the employment of the necessary number of these ships in the transport and packet service.

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* These transports, on monthly pay, are vessels often built expressly for the purpose, and as it were permanently engaged by Government. In the above calculation, I have not included the transports hired for short services.

PROPOSITION FOR EMPLOYING MEN OF WAR AS TRANSPORTS.

Sir,—Having been accidentally at Portsmouth, in December 1826, when the troops intended for Portugal were embarked on board the guard-ships which were taking out their guns for this purpose, it naturally occurred to me that this was an operation which could scarcely have been hazarded if the disposition of any of the principal maritime powers, (France, for instance,) had been at all doubtful, and, in that case, that the old system of transports must have been resorted to.

Perhaps the inclosed remarks, which were suggested by these considerations, may not be uninteresting to your professional readers. W. B.

It has often been a subject of remark amongst professional men, that, complete as our naval preparations are in every other branch of service, and thoroughly provided as we are with every other class of ship which would be required at the commencement of hostilities, yet that by some oversight we have been always unprepared with the means of rapidly embarking and transporting to any distant point such a body of troops as at the breaking out of a war must always be urgently required either for offensive or defensive purposes, without resorting to one of two expedients, both of which are liable to strong objections, namely, the employing our line-of-battle-ships on this service, or hiring a large number of merchant ships for transports.

Against the first may be urged the great hazard we might incur in the face of an active and enterprising enemy, by disarming and disorganizing a most important part of our naval force at the very moment when every effort should be made to increase and perfect its efficiency. None but professional men can have an idea of the total subversion of all previous order and arrangement which inevitably follows the embarking a large number of troops on board a regular ship of the line. The crew are driven from the deck they usually occupy to damp and exposed births on the main-deck, where they have not sufficient accommodation either for messing or sleeping; the officers are turned out of their cabins, and the troops themselves being obliged either to sleep in hammocks, which they in general do not understand, or to lie on the deck, usually prefer the latter; and if the voyage is long and stormy, or the weather cold and wet, much sickness will be the inevitable consequence both amongst the seamen and soldiers, much relaxation of order and discipline will follow, and some months may very probably elapse before the former efficiency of the ship is thoroughly restored.

The second mode, that of conveying troops in hired merchant ships, is equally objectionable; the publicity, which is unavoidable when the ships are contracted for, defeats all hope of secrecy as to the force or destination of the expedition; and the innumerable evils which have resulted from the ignorance and misconduct of the masters, the bad sailing and imperfect equipment of the ships, added to their total want of force to resist even a common privateer, all combine to render this the most unsafe manner of conveying troops which can be devised.

A maritime nation should always be prepared with the means of embarking a considerable force rapidly and secretly; and this can only be

done by previous system and arrangement, and by providing such a number of ships of war, adapted to this particular purpose, as may ensure its accomplishment with the least possible delay. I believe that the experience of the last war fully proved, that either the smaller class of ships of the line or frigates, fitted as troop ships, were the most economical, as well as the most efficient classes of vessels that could be employed for this service. They will carry with ease from four to six hundred men to the greatest distance for which they can be required, and of course more for shorter voyages. They are respectively navigated by an establishment of officers and men, little exceeding in number that of a frigate, or a sloop of war. They are fast sailers, very sufficiently armed, and their appearance is so warlike, as to deter an enemy not very superior in force from approaching them. Contrast the situation of a battalion embarked on board a ship of this class, with that of another crowded into four or five miserable transports, creeping slowly along, and (if they have the misfortune to lose their convoy) a prey to the first enemy's cruiser they fall in with.

I have been led by a strong feeling of the importance of the subject to dwell longer than I had intended with these preliminary observations, and I will now briefly state the proposition which I take the liberty of submitting for consideration. It is, that a certain proportion of troop-ships should in future be considered as an indispensable part of the establishment of his Majesty's Navy; that the whole of these should be perfectly complete, as far as respects their internal fitting and readiness for service, and that such a proportion of them as would carry five or six thousand men, (about twelve or fourteen) should be kept in commission, with a commander and a small establishment of officers on board, so that in the event of any sudden emergency requiring secrecy and dispatch, troops might be silently moved to the coast, and embarked at the shortest notice on board ships, in all respects perfectly prepared for their accommodation, and ready to proceed instantly and without convoy to their destination. From fifteen hundred to two thousand seamen are all that would be required to complete these ships, supposing them to be totally unmanned when the order was given, while our regular naval force need be in no way interfered with or disorganized, but might proceed in its equipment with all possible celerity.

I would only beg leave to add one farther suggestion. During the late struggle, ships of war fitted for the purpose were very frequently employed for the conveyance of infantry, but cavalry and artillery continued to be transported, as formerly, in hired merchant ships, and the delays and misfortunes were frequent, and highly injurious to our operations. There can be no difficulty whatever in fitting a proper number of our smaller and half-worn out frigates for these purposes, and then any expedition which sails will be a complete army fully equipped for immediate service, and divested of every incumbrance which might impede or retard it. Those officers who remember the delays and disasters of Admiral Christian's ill-fated expedition, will, I am sure, agree with me in asserting that the misfortunes which befel it, would not have occurred to an army embarked on board ships of the description I propose; and I confidently appeal to those who were pre-

sent at the landing in Egypt, to decide whether that brilliant and remarkable operation was not most materially facilitated by the number of ships of war, fitted for the conveyance of troops, which accompanied the fleet on that occasion.

If at some future period we commence hostilities without any previous preparation of this sort, it is easy to foresee the confusion, disappointment and enormous increase of expense which would immediately ensue. The reduced state of all our establishments leaves our foreign garrisons on the lowest possible scale, and immediate reinforcements to all our colonies would become matter of the most urgent necessity. Contracts for transports, of every description, must then be hastily entered into on such terms as the owners might think fit to impose, and with but little time to examine into the condition and equipment of the vessels so engaged: at such a moment, every advantage would be taken, by those interested, of the necessities of Government, and the imperfections and inefficiency of many of the vessels would only be discovered when it was too late to remedy them. Two other most serious objections will present themselves immediately to the mind of any one who seriously considers this subject.

The first is the competition for seamen, which would inevitably be excited between the Transport Service and the Royal Navy, (the former giving much higher wages, and offering many superior inducements) at a moment when every exertion would necessarily be making to prepare a large fleet for sea.

The second, that a very great proportion of the vessels hired would be fitted out in the Thames, or in the Eastern ports to which they belonged, and that in addition to the delays inseparable from their preparation for this new service, they must be conveyed separately round to the Western ports, from which the embarkation of troops would in all probability take place. It would defy all calculation to predict when a large number of merchant vessels, under those circumstances, could be assembled at Plymouth or Cork, especially during the winter half-year; while with our regular troop-ships no delay whatever need take place; each might proceed separately (and secretly if it was wished) to the appointed destination, and it is, perhaps, not too much to say that the ships conveying reinforcements, in this manner, to the West Indies, Mediterranean, or North America, might have performed the service they were dispatched on and returned to England, before an unwieldy convoy of hired transports, fitted out under the circumstances I have described, would have cleared the Channel.

To bring this system into operation, it will be only necessary, instead of too rapidly breaking up or selling ships which from age have become unequal to the weight of their heavy masts and guns, to give them such a repair as may render them equal to this lighter species of service; and, completing all their internal fittings, preserve them in equal readiness with the rest of our navy for immediate use; employing such as it may be deemed advisable to keep in commission on those various services for which a very considerable expense in the hire of transports is now continually incurred.

A POPULAR VIEW OF FORTIFICATION AND GUNNERY.

NO. I.

THESE subjects generally wear a forbidding aspect to that portion of our military readers who feel unqualified to enter upon them from want of mathematical acquirements; but it is not too much to assert that clear, general, and practical views of these sciences may be obtained without involving the student in mathematical intricacies. That mathematical knowledge is useful, and indeed necessary, to form an accomplished engineer or artillerist, is fully admitted; hence mathematics is the leading study at the Royal Military Academy at Woolwich for the education of the youth intended for our noble corps of engineers and artillery; indeed, it is the leading study at our other military colleges and seminaries, as Sandhurst and Addiscombe. But it is allowed by all who are acquainted with fortification and gunnery, that every thing necessary to render an officer of any other arm efficient and useful upon service, can be readily and easily acquired without mathematical knowledge; and it is very desirable that every officer, whether of the navy, marines, infantry, or cavalry, should possess such general information on these subjects, as will give him confidence and intelligence when acting either offensively or defensively amongst military works. Many painful instances of failure and evil consequences arising from a want of a general knowledge of the nature and use of the works of fortification might be cited from military history. One of the most recent instances is recorded in Vol. 2, page 320, of Col. Jones' Sieges, where we find that a body of 600 British troops laid down their arms at the surprise of Bergen-up-Zoom, in 1814, because there was no officer with the party "sufficiently acquainted with the details of fortification to point out the sure retreat which the covered-way presented to their view." Probably many of our veteran officers, in reading these remarks, can verify them, by recalling to their mind mortifying circumstances that they have witnessed during their service, arising from the same causes. Our young officers should draw a profitable lesson from past misfortunes, and prepare themselves for every exigency of service, by turning their attention to the consideration of the works of the fortresses in which they may be stationed; and a very small portion of attention and inquiry will suffice to give an acquaintance with these subjects that cannot fail to yield a profitable return. How many opportunities have we not of acquiring an interesting knowledge of fortification while shut up in our splendid works at Malta or Gibraltar, in our colonies in America, in the East and West Indies, and in our home garrisons of Portsmouth, Dover, Chatham, and Plymouth. Yet, are there not many who utterly neglect these opportunities, and who pass their garrison service in *maussade ennui*, which might be so easily enlivened by an inquiring desire to become acquainted with the construction and practical application of the numerous works around them, and of the various engines in the Arsenals and Artillery-parks. Far from being irksome, an inquiry of this kind becomes daily more and more gratifying; and we venture to pronounce that a happy result must follow, not only to every individual so employing himself, but to the service at large; and if our endeavours to simplify these subjects should be the means of leading even a dozen

idle, billiard-playing subs to walk round their ramparts and ditches, and to visit their arsenals with inquiring minds, we shall be amply repaid: and, if we mistake not, our friends will not rest satisfied with what we intend to give them, but will be so delighted with these inquiries, as to be led to consult more enlarged and scientific treatises. It is indeed to be regretted that we are dependent on French works for complete treatises on fortification, especially when we have so many eminently qualified and practical engineer officers, so capable of improving on the French works (of St. Paul and Bousmard) most in use. An elementary treatise on fortification has been published in English by one of our most talented engineer field officers, who is in charge of the department for field-instruction at Chatham; and than whom none is more capable of arranging what is already known with practical remarks. His elementary treatise most fully answers the purpose intended, and contains some valuable chapters on the construction of the revêtement walls that support the sides of ditches; but still we want, as a manual in our language, some vigorous and complete treatise on the construction of military works, and on the attack and defence of fortified places.

We take this opportunity of noticing a work already referred to, "Journals of Sieges carried on by the Army under the Duke of Wellington in Spain, between the years 1811 and 1814, with Notes," by Col. John T. Jones, (Corps of Royal Engineers,) Aid-de-Camp to the King. To this interesting and highly instructive work we shall often have occasion to refer in these papers; benefit must be reaped from reading this record, but without some previous knowledge of the construction of the defensive masses surrounding a place, as well as of the mode of attack, even these volumes must lose much of their zest; although the elegant and correct mind of Col. Jones has simplified and smoothed the way as much as possible in his admirable "Preliminary Observations on the Attack of Fortresses." Here we cannot refrain from extracting a passage from his introduction, which places in the strong light of history the vast importance of the subject under consideration. He says—

"Success or failure at a siege frequently decides the fate of a campaign, sometimes of an army, and has more than once that of a state. The failures before Pavia in 1525, Metz in 1552, Acre 1799, Prague 1757, and Burgos in 1812, are examples of each of the above. In the first, France lost her monarch, the flower of her nobility, and her Italian conquests. By the second, she was saved from destruction, and 30,000 of her enemies perished. The third stopped her most successful general in his career. By the fourth, the greatest warrior of his age was brought to the brink of destruction; and by the last, a beaten enemy gained time to recruit his forces, concentrate his scattered armies, and regain the ascendency. Innumerable instances of disastrous consequences attending the failure of sieges might be adduced, but the above are sufficient to make every one sensible of the importance of the undertaking, and feel that the dearest interests of a country are frequently staked on the sure and speedy reduction of a fortress."

We may also gather, from what has been going on since the peace of 1815, the sentiments which are entertained on the utility of fortresses by the best military leaders who were engaged in the late arduous contests, when we find that a sum of about seven millions sterling has been expended since the peace on the line of fortresses on the French side of the Netherlands.

We do not pretend to offer these papers as containing any thing in the shape of novelty or instruction to our corps of engineers and artillery; our plan is to present the subjects of fortification and gunnery in a popular manner, and freed as much as possible from technicalities, to those military and naval officers who (having hitherto neglected these important subjects, or have wanted opportunities of studying them,) may feel disposed to follow us in earnest through our short sketch. We intend to begin with fortification; to give a general view of the nature, construction, and use of the defensive masses of earth and ditches that surround a place, and how they are disposed, so as to afford each other a mutual defence. We shall then treat of the construction of trenches, field-batteries, and field-works; and as this part of our subject is as useful to naval as it is to military officers, we shall dwell at length on the materials used in the construction of batteries, such as fascines, gabions, &c. as well as the art of "Sapping," or the construction of trenches under a musketry fire. We shall then proceed to the attack of a regularly fortified place; and having explained the approved mode, draw some inferences from it, on the best manner of conducting the defence. We will then notice some of the most popular improvements that have been proposed on the present received system; and close the subject by showing the mode in which the works of a fortress must be disposed, when situated within the artillery range of hills, to render them defensible; together with some observations on works situated on rugged or unequal localities.

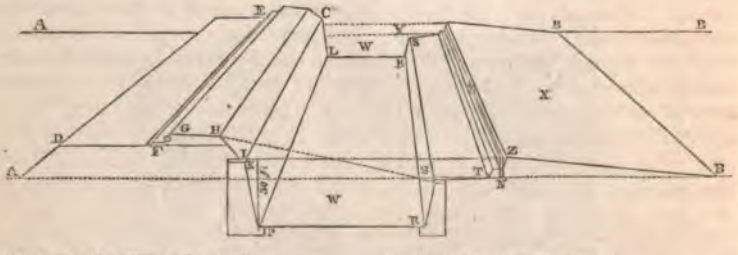
The subject of Gunnery will then be introduced by describing the composition and manufacture of gunpowder; the mighty agency of its explosive force; the machines now in use for confining this agency in projecting shot and shell, from the musket to the greatest piece of ordnance; including the practice and capabilities of heavy and light artillery; a description of the various kinds of shot and shell in use, and other interesting matter connected with Gunnery on shore and at sea.

Nothing could have been better calculated for defence than the high walls and projecting battlements of ancient fortifications, when bows and arrows were the weapons used; and when, to batter down the walls, the cumbersome, unwieldy contrivance of a huge piece of timber (the battering-ram), swung as in the annexed figure, had to be brought close to the wall to effect its purpose.

As by the invention of gunpowder and the science of artillery our largest guns can be used to batter down masonry at 600, 800, or 1000 yards' distance, a fortification constructed on the old plan, as shown in Fig. 1, could have its walls destroyed and laid open at these distances from the low covered earthen works of the assailants; it therefore becomes necessary to hide all the walls of a modern fortification from the distant view of an enemy, and to present nothing to his observation but masses of earth, so thick that his shot cannot penetrate through them or batter them down; at the same time to ensure a height of wall sufficient to render a surprise or escalade difficult; and likewise that the defenders shall have every facility to bring a destructive fire of cannon and musketry upon every approach to the place within the range of these weapons. These conditions are fully secured in the present approved system of fortifying a place, and we now proceed to show how it is effected.

The ground to be defended is surrounded by a mass of earth called a *rampart*, having a ditch in its front, from whence the earth for its construction is excavated. This rampart must be broad enough at top to receive upon its exterior edge a mound of earth, (so thick as to be proof against cannon-shot,) called a *parapet*, and have also sufficient space in rear of the parapet for the working of guns and the free circulation of the defenders. This parapet must be eighteen feet thick to be proof against shot fired from heavy artillery, and at least seven feet high to cover effectually the movements of the defenders in its rear from the enemy's view. The sides of the ditches in front of the ramparts are supported at a steep slope by *revêtements*, or walls of masonry, backed interiorly at every fifteen or eighteen feet by buttresses of masonry *(counterforts)* to strengthen them. The side of the ditch next the rampart is the *escarp*, and the side next to the country the *counterscarp*. Beyond the ditch there is a road following the winding of the counterscarp all round the fortress, about thirty feet wide, on the general level of the country (which we here suppose to be perfectly level). This road has on its exterior side a parapet, about eight feet high, which covers it from the view of the enemy without, and hence its name *the covered way*.

The annexed, Fig. 2, shows the nature of a rampart, parapet, ditch, and covered way.



AB Level of the ground; or plane of site.
AC Rampart; AO Interior slope of the Rampart.
DE Terre-plein of the Rampart.
F Banquette.
O Interior slope of the Parapet.
GH Superior slope of the Parapet.
HI Exterior slope of ditto.
JL Revetement Wall of the Escarp.
P Foundation of the Revetement.
RS Revetement Wall of the Counterscarp.
ST Terre-plein of the Covered-way.
KC Coping-stone, or Cordon.
N Palisading, at the foot of, in the interior slope of the Glacis.
ZB Glacis.
W Ditch.

It will be remarked, that the parapet of the covered way is differently shaped from that of the rampart, inasmuch as it has no exterior slope; its superior slope being a gentle descent into the country called *the glacis*. The only masonry about the place is the supporting revêtements on each side of the ditch; and it may be seen by inspecting Fig. 2, that the top of the escarp revêtement and the crest of the glacis are in the same horizontal plane, KZ, which hinders the assailant from seeing the walls, until he has, by a toilsome and dangerous process, established himself on the summit of the glacis, which he must do by bringing his battering guns to this place, ere he can open a passage through the walls.

The escarp (or as it is more commonly called the scarp) is here represented thirty feet high, which is a height difficult to escalade; this height is procured by the depth of the ditch below the level of the ground and by the height of the opposite glacis above the same level. At the foot of the parapet, both in the rampart and covered-way, a step of earth is made high enough to enable the defenders armed with musketry to fire over the parapet with ease; this step, or *banquette*, is broad enough (four and a-half feet) to contain two ranks of men, if necessary, although it is usually manned by only one rank. It must be noticed, that the superior slope of the parapet of the rampart, when produced, meets the top of the opposite counterscarp, so that the defenders having their muskets levelled over the parapet cannot see or defend the ditch immediately before them: a fortress that has its ditches undefended, and in which an enemy might form securely, would be defective; but this is obviated completely, as will soon be explained, by disposing the works in such a manner as to enable them to defend each other's ditches; so that each work has its ditch swept by the flanking fire of some neighbouring work that looks upon it.

To prevent an enemy's easy access into the covered-way, it is furnished with a strong wooden palisading, as seen in Fig. 2, running along the foot of the interior slope of the parapet: these palisades are usually wedge-shaped, of strong planking, and kept so low that the grass on the summit of the glacis hides their tops from an enemy's view without.

Fig. 2, shows the names of the different slopes of the rampart and parapet, which it will be necessary to attend to in the following explanation. The artillery for the defence of the place is posted on the *terreplein** of the rampart, covered in front by a parapet seven and a-half feet high; but as a gun mounted on its carriage scarcely ever stands above three feet from the ground, it is necessary to cut openings or *embrasures* in the parapet for the guns to fire through: these embrasures are so narrow at the *neck* as only to admit the muzzle of a gun with ease, but they gradually open out towards the *mouth*, that the gun may have a free range right and left; besides that, the flash of the gun on being repeatedly discharged would destroy the sides or *cheeks* of the embrasure if it were made too narrow: the object of having it as narrow as possible at the neck is, that the gunners serving the gun may be as much covered as this service will admit of; as the gun recoils, or has its muzzle drawn back, after each discharge, to enable the gunners to load it again, the narrower the neck is, the better

* The level parts of a work are usually called terrepleins.

the men will be covered; when loaded, the gun is run out as far as possible into the embrasure before it is fired. The wheels and trail of the gun-carriage rest upon a *platform* (usually made of strong timber), otherwise the weight of the machine and its working would tear up the ground, and soon render it unfit for use. The annexed figure shows a plan, section, and elevations of embrasures.

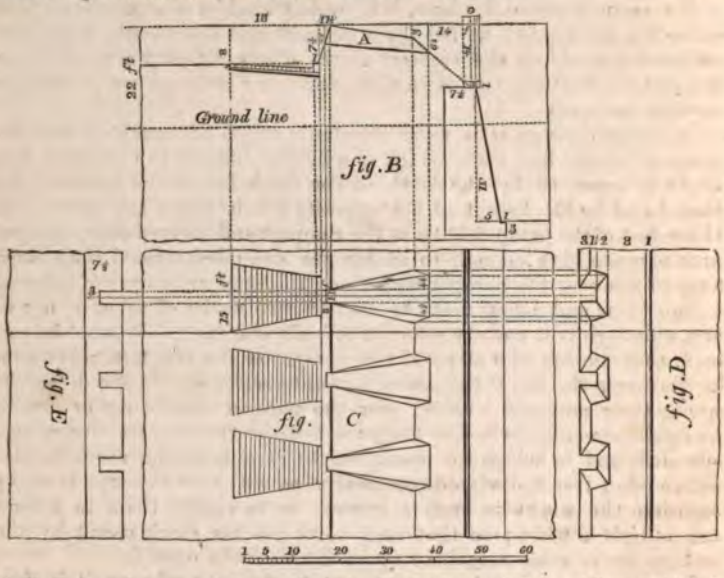


Fig. B Section made across an Embrasure; the cheek A seen in elevation; and a Section of the Gun Platform in rear of the Parapet.

Fig. C Plan of a Rampart and Parapet, with Embrasures and Platforms for Guns.

Fig. D Exterior elevation of ditto.

Fig. E Interior elevation of ditto.

The platform has a little rise in the rear to check the recoil of the piece when discharged, and to aid its being run out again before it is fired; at the head of the platform there is a piece of projecting timber, called the *hurter*, to prevent the wheels of the gun-carriage from running against the interior slope of the parapet, which would injure it.

Guns in embrasure are, however, evidently confined in their range; to extend which, the gun-carriages are (in certain cases) raised upon a mound of earth made in rear of the parapet, high enough to allow the muzzles of the guns to be run over its crest. Guns thus worked are called *barbette batteries*, and they are very effective so long as the enemy can be kept at a distance, but if he lodge himself within musketry range of guns *en barbette*, the gunners serving them are so much exposed to the enemy's riflemen, that great loss must follow unless they are sunk down into embrasures.

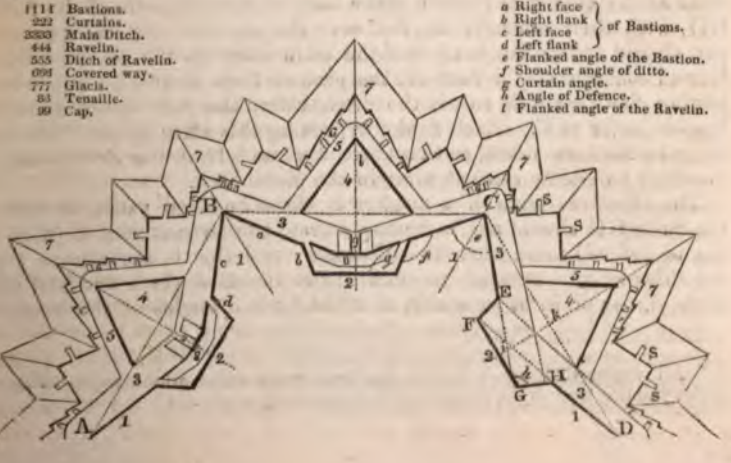
There is a platform in common use in garrisons, formerly made of wood, but now more generally of cast-iron, called a *traversing platform;* of large dimensions, capable of receiving upon the upper surface of its side-pieces the *trucks* or small wheels of a garrison gun-carriage, which is thus raised upon the traversing platform, to allow the guns to be run out over the parapet as *en barbette*. From what has been said, it may be readily inferred that the *terreplein* of a rampart

must have a considerable breadth to receive the platforms of the guns and mortars, to admit of their being worked, and to give the defenders space enough to circulate in their rear. For these purposes the terre-plein of the rampart is usually about forty feet wide; the interior slope of the rampart has a base equal to its height, or a natural slope, that the action of the weather and of time may not wear it away.

The dimensions of the banquette have been already named; its slope is made quite gentle, for the defenders to go up and down with ease: such portions of parapets as are fitted up as gun-batteries have not banquettes made in rear of the parapets. The height of the parapet is seven and a-half, and its thickness eighteen feet; its interior slope is made very steep, that the defenders may lean against it conveniently in firing over; its exterior slope has a base somewhat more than its height, not only to prevent it wearing away by the weather, but that hostile shot may sink into it without crumbling it down. All these necessary details increase the thickness of the rampart to about ninety feet; that is, the total thickness from the base of the interior slope to that of the revêtement.

But before we proceed farther, it becomes necessary to examine the tracing or outline of the works around the place.

The walls that formerly enclosed a place had round or square towers at their angles, (as seen in Fig. 1.) to flank or defend the ditch and ground between each other. The towers had usually a projection or balcony at top, all round, with vertical loop-holes cut in the flooring of the balcony, through which the bottom of the tower could be seen and defended. We still see these projections, or *machicoulis*, in old towers, supported by their picturesque corbels, between which the vertical loop-holes are cut. But when it became necessary to thicken the ramparts and parapets as has just been shown, and to substitute earth for masonry, the defenders were thus removed from the edge of the revêtement to a distance of about twenty feet, which involved an entire change in the outline or tracing of the works, to ensure the ditches being properly flanked and defended; to effect this, the ramparts, parapets, and ditches have been arranged around the place as shown in Fig. 4.



knowledge of French* for his promotion, his success, his safety, and in some cases on record, even for his life. Without having read Virgil and the ancients, no man, it is held, can attain to the polish of literature, can write elegantly or express himself eloquently; but our young seaman may cull all the substantial good of the classics from translations; and a wise man has said that "the beauties of eloquence and rhetoric oftener serve ill turns than good ones." Moreover, what shall we say of the morality of the ancients? Ignorance of the Divine Revelation with which we are blessed, is pleaded in extenuation; but whilst we pity their intellectual darkness, we may be allowed to shun the contamination of their productions. We are far from intending to insinuate that the *dead languages* are not requisite to him who aspires to literary or political eminence, or whose whole life is devoted to study; but to him who reads only for instruction, and whose whole purpose is not to deck himself with the honours of literature, but to be qualified for professional usefulness, the *modern languages* are sufficient to fill up all the vacancies of his time, and gratify most of his wishes for information. Finally, we will state without fear of contradiction, and will revert to the experience of the last war for the truth of our assertion, that, had the time which our officers at school spent on Greek and Latin, been bestowed upon the English Grammar, we should not have had at that eventful period, and even now, so frequently to blush at the blunders and inaccuracies of our naval dispatches.†

We have been led into this digression not with a view of depreciating classical attainments, for which we entertain the greatest respect; nor, of discouraging the higher branches of the profession, at their leisure, from luxuriating in a taste for classic lore—far from it; but in the hopes of correcting an error in preparatory education, the baleful effects of which are daily observable on board men-of-war. Becoming suddenly, in a great measure, their own masters, boys are too apt, when they go to sea, to throw away in disgust studies which have offended them by their unprofitableness, and never to look into a book again till the period of their examination is at hand.

Lastly, we shall advert to the Naval College, an institution which professes to combine all the benefits of a public school, with more profitable objects of attainment. It has, moreover, these peculiar advantages: that by this means boys' talents and dispositions become known to the heads of the profession at their earliest stage; that they form those connexions and make those acquaintances, which, of all others, are the most likely to prove useful and agreeable to them in after-life; that Government undertakes to employ them until they are eligible to be made lieutenants; and that this establishment being at Portsmouth, they have an opportunity of justly estimating the nature of the service

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* Wolfe effected his landing at Quebec by having an officer in his boat who spoke French: we could adduce many other instances.

† It is an acknowledged fact, that every one is more speedily instructed by his own language than by any other. Yet, as if to increase the difficulties of the learner, at Eton School the Greek Grammar is actually published and taught with a Latin text. This is *marking time* indeed in the *march of intellect*.

which they are about to enter, and of giving it up if it falls short of their expectations. If, however, a collegian, which is not often the case, does this, he forfeits two hundred pounds; but, after having pursued the course of instruction which we shall detail, it must be allowed that, in the mean while, he will not have misspent his time.

The plan of study is admirably arranged. Mathematics, Astronomy, the practice and principles of Gunnery, Drawing, Fortification, Modern languages, and a smattering of Latin, are all given their due preponderance in the scale of actual utility, and administered in a form pleasing and enticing to the youth.* Whilst they are treated in some degree as officers, the salutary rod is not entirely banished. Their morals (an improvement within a few years) are strictly attended to, and separate apartments are allowed to the pupils.

Periodical examinations give opportunities for talent to rise, and medals and prospective promotion are awarded to excellence. An industrious boy may complete his plan and gain his midshipman's appointment in twelve months, whilst the idle are, by the regulations, discharged at the end of two years. Thus emulation is excited and merit rewarded, and the profession is entered with an established character.

Having thus summed up the merits of the different systems of preliminary Naval education, our observations, we beg to observe, are merely general. There are individual cases to which they do not apply. A boy, for instance, of a decidedly studious turn of mind would be perhaps better situated at a public school than elsewhere. Navigation would be easily acquired by him when at sea, and in the mean while he would enjoy all the advantages of a more numerous and select society.

On the whole, and upon the fullest consideration of the subject, we give the palm to the Naval College, and we shall conclude this article by quoting the words of Lord Collingwood, who, although a dissatisfied man, was a good officer and a good scholar. It will be recollected that the establishment in Portsmouth dock-yard, in those days, had not attained to its present perfection, and was little known or regarded. He says, in speaking of a youth about whom he was interested, "Boys make little progress in a ship, without being well practised in navigation: if his father intended him for the sea, he should have been sent to a *Mathematical school.*"

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* In enumerating the acquirements at the Naval College, we have omitted to mention dancing. Surely, if the rising Nelsons aspire to "caper nimbly" in a minuet, or to double-shuffle in a *pas de basque*, to "the lascivious pleasing of a *kit*," they ought to indulge their harmless ambition in private and at their own expense. The public and the profession ought not to be insulted by the yearly exposal in the Navy Estimates, of a *salaried naval dancing-master*. We shall next hear of a music-master, to encourage that cockpit's curse, the incipient flute-player.

LAW BY WHICH THE RECRUITING OF THE FRENCH ARMY IS NOW REGULATED.

TRANSLATED FROM THE FRENCH.

Paris, 10th March, 1818.

Louis, by the Grace of God, &c.

We have proposed, the Chambers have adopted, we have ordered, and do order as follows:—

SECTION I.

OF VOLUNTATY ENROLMENT.

Article I.—It is intended the army should be recruited by voluntary enlistment, but if a sufficient number of recruits do not offer themselves, the deficiency must be supplied by a conscription, conducted according to the rules prescribed in Section II.

Art. II.—Every Frenchman shall be entitled to enrol himself, provided he is eighteen years of age, that he has not lost his civil rights, and that he is in all respects fit for the corps in which he wishes to enlist. Vagabonds, or men of notoriously bad character, are not to be allowed to enlist as recruits for the French Army.

Art. III.—The duration of a voluntary enrolment shall be six years in the Departmental Legions, and eight years in all the other classes of troops. No bounty is to be allowed to recruits.

Art. IV.—Recruits must contract their engagement before a magistrate, according to the forms prescribed in Articles thirty-four and forty-four of the civil code. The conditions relative to the period for which a recruit engages are to be recorded in the deed of enrolment, and all other conditions are to be read to the contracting parties before the prescribed signatures are affixed. Unless it be certified upon the above-named document that these forms have been complied with, the engagement is null.

SECTION II.

OF THE LEVY OF TROOPS BY CONSCRIPTION.

Art. V.—The full complement of the peace establishment of the army, including officers, non-commissioned officers, and soldiers, is fixed at 240,000 men.

The annual number of conscripts drawn must not exceed 40,000 men, and the strength of the army is never to be larger than the peace establishment already indicated.

When a larger establishment is required, the contingency will be provided for by a specific law.

Art. VI.—The annual number of conscripts to be raised, is to be apportioned among the departments, arrondissements, and cantons, in proportion to the population, as taken by the last census.

A return of the numerical proportion or assessment of conscripts to be called out in each department, is to be communicated to the Chambers; it is also to be made public by posting the tables up in places of public resort, together with an abstract of the number of men who had enlisted during the preceding year.

ART. VII.—The contingent apportioned to each canton will be furnished by lot from the youths who have a legitimate residence in the canton, and who shall have reached the age of twenty during the preceding year.

For the first operation of this law, the youths, who completed their twentieth year during the years 1816 and 1817, are to be included in the levy for 1818, but the contingent for each of these years is not to exceed 40,000, as prescribed in Article v.

All persons comprehended in the above two classes who have contracted marriage previously to the promulgation of this law are to be exempted from serving in the army.

ART. VIII.—The following classes of persons shall be considered to have a legal residence in a canton.

1. Young men who have received a dispensation, and those who are residing abroad, expatriated or detained as prisoners, provided their father, mother, or tutor, has their residence in one of the communes of the said canton, or if they be the sons of an expatriated father, who had his last residence in said canton.

2. Persons that are married, whose father or mother, should the father be dead, resides in the canton, provided they do not prove that they have a fixed residence in another canton.

3. Married persons who reside in a canton, although their father or mother be domiciled elsewhere.

4. Young persons born and residing in a canton, who have neither father nor mother nor tutor.

5. All persons that reside in a canton, although they may not be included in any of the above classes, provided they fail to prove that their names have been inscribed in another canton.

ART. IX.—Persons who fail to produce an extract from the parish register, specifying the time they were born, will have their age estimated according to public notoriety.

ART. X.—Should it be discovered that a young man has escaped enrolment in the conscription list, he is to be included in the list for the succeeding year.

ART. XI.—The conscription list of a canton is to be compiled by the Mayors, and made public in each commune or parish, according to the form prescribed in articles sixty-three and sixty-four of the civil code.

Public notice shall be given, which will announce the place and time when the conscription list shall be examined, and the drawing by lot of the contingent of the canton is to commence.

ART. XII.—When a canton comprehends several communes, the examination of the lists and the drawing of the contingent are to take place at the capital of the canton. These duties are to be publicly performed, and in the presence of the Sub-prefect and Mayors of the canton. In cantons composed of one commune, or of a portion of a commune, the Sub-prefect will be assisted by the Mayor and his assistants.

The names of the conscripts shall be read in an audible voice, and objections may then be adduced by them, or their relations, should they have cause to complain. The Sub-prefect and the Mayor shall decide upon the case of a remonstrant. The corrected list of the conscripts is next to be verified by the signature of the requisite authorities.

Immediately after the lists have been thoroughly sifted and deemed correct, the conscripts are to be called one by one, according as they stand upon the roll, and each is to draw a number from an urn, which is to be publicly announced and registered. When a conscript is absent, his relations or the Mayor of the commune may draw for him.

As the drawing proceeds, the names of the young men are to be arranged according to the priority of the numbers they have drawn. When a young man that has drawn a number within the amount of the contingent claims a dispensation, his reasons are to be recorded. In regard to all such cases, the Sub-prefect is directed to add his own opinion respecting the validity of the claims.

The roll of the names of the persons who have drawn numbers is to be publicly read in the same manner as the verified list of the conscripts, and to the said roll is to be annexed an abstract of the proceedings.

This list is to be published and posted up in each commune of the canton.

ART. XIII.—The whole proceedings are to be revised in open court by a council composed of the Prefect, who is to be the President, a counsellor of the Prefecture, a member of the general council of the Department, a member of the council of the Arrondissement, and a general officer specially appointed by the King. The council will hold its sittings in the chief towns of an arrondissement or canton.

The young men that have drawn numbers which indicate that they are to belong to the contingent, are to be assembled, examined, and heard in their own cause.

Should the young men fail to appear, or omit to assign a reason for their absence, the revisal of the proceedings by the council is to take place, and the business concluded as if they were present, provided they have not obtained leave to postpone their attendance.

The cases of men who claim an exemption from serving on account of disabilities, are to be investigated by medical officers.

All other classes of alleged claims to exemption are to be decided upon by authentic documents or certificates of the Mayor of the commune where the claimant resides, and three heads of families belonging to the same canton, whose sons are liable to the conscription law, or are serving at the time in the army.

With the exception of cases, such as are mentioned in number sixteen, the decision of the council of revision is conclusive.

ART. XIV.—Young men who have drawn numbers which indicate that they belong to the contingent, are for the following reasons to be exempted and replaced. The dispensations are to take place in the order of the subsequent numbers or reasons for exemption.

1. All conscripts who are not one metre fifty-seven centimetres in height, five feet two inches English measure.

2. All persons who suffer under infirmities which render them unfit for the army.

3. The eldest son of a family of orphans where both parents are dead.

4. The only son, the eldest son, or if there be no son, the grandson, or the eldest of the grandsons of a widow, a father, if blind, or a man of seventy years of age.

5. The eldest of two brothers who have both been drawn for the same levy.

6. All conscripts who have a brother actually serving in the army under whatever denomination, or who had a brother died in the service, or one discharged as unfit for military duty on account of wounds received, or disabilities contracted in the service.

The above claims of exemption will be sanctioned in the same family as often as the circumstances occur.

With the exception of persons who have been exempted on account of disabilities, the aforesaid causes of dispensation are not to prevent young men from being inscribed in the subsequent conscription list.

ART. XV.—Young men whose numbers indicate that they belong to the contingent, are under the following circumstances to be exempted from serving without being replaced.

1. All persons who have voluntarily enlisted in the army.

2. Seamen that are registered according to the law of the 25th Dec. 1795, and ship carpenters, borers, sailmakers and caulkers, if they be registered according to the 44th Article of the said law.

3. Medical officers who belong to the Navy or Army.

4. Young men regularly authorized to continue their ecclesiastical studies, on condition that they forfeit the benefit of a dispensation should they not take orders.

This rule applies to all the different persuasions or sects whose Ministers are paid by the State.

5. Pupils of the Ecole Normal, together with the teachers attached to them, provided the latter engage to devote ten years to this duty.

This article applies to students of theology; the students of languages; the students of the polytechnique schools, and schools intended to qualify young men for employment in the service of the State.

The student of schools specifically calculated to qualify young men for the Army or Navy. Provided, however, that the said pupils continue to prosecute their studies, or have been admitted into the service for which they were preparing themselves; and under the condition that they forfeit the benefit of the dispensation if they abandon the aforesaid studies, or are not admitted into the service, or if they quit it before the time fixed for a soldier to serve.

6. Young men who shall have been awarded a considerable prize by the Royal Institute, or the honourable mark of merit decreed by the Council of the University.

ART. XVI.—Should any young men who belong to the contingent of a canton, claim an exemption from serving in consequence of questions involving civil rights, the conscripts next in rotation according to their number, are, until their claims be judicially decided, to supply the place of the appellants, in the same manner as if they had received a dispensation.

The questions at issue are to be peremptorily decided by the Prefect, when urged by one of the parties.

The courts of law shall deliver their verdict on these cases without delay, when an officer of Government is to be heard. An appeal may be made from this decision.

ART. XVII.—When the whole business of the conscription, including the list of exemptions, dispensations, or appeals, has been examined, the roll of the names of the contingent of each canton is to be finally closed and signed by the Council of Revision.

Young men who, in compliance with Article 16, may be called upon to replace others, are to be entered on the list of the contingent conditionally only, their rights being duly guarded.

It is the business of the Council next to announce, that all persons whose names are not inscribed on this list, are definitively exempted from serving in the army. This announcement, with the last number of the contingent, is to be published and posted up in each commune of the canton.

When the courts of civil judicature shall have decided upon the cases comprehended in No. 16, the Council is, according to their decision, to announce the exemption of the appellant, or that of the conscript who was conditionally called upon to replace him.

ART. XVIII.—Substitutes will be accepted in place of young men who belong to the contingent, provided a substitute be beyond the reach of the conscription law, that he is not above thirty years of age, or thirty-five if he has been a soldier, and that he has the height and other qualities requisite to fit him for the army.

Substitutes shall be admitted by the Council of Revision, and the act of substitution is to be annexed to the proceedings of the Council.

A conscript who does not form part of the Contingent, may exchange with one who is included in it; but both persons must belong to the same drawing.

Any agreements which are made between principals and substitutes are to be subjected to the same rules and forms as other civil contracts.

The principal is responsible for his substitute in case of desertion during a period of one year, to be reckoned from the day the act of substitution receives the signature of the Prefect. He will, however, be liberated from his responsibility should the deserter be arrested within the year, or if the substitute dies in the army.

ART. XIX.—The young men included in the contingent, or their substitutes, are to be told off to different regiments, and registered in the books of the respective corps of the army.

They will be permitted to return to their usual place of residence, and considered as soldiers on leave of absence.

These recruits will not be ordered to join the corps to which they belong but in proportion to the wants of the army; and they will be called out according to the priority of their respective classes.

ART. XX.—The duration of the period of service of soldiers levied by conscription shall be six years, which is to be reckoned from the 1st Jan. of the year they are inscribed on the books of a corps of the army.

The contingent of the year 1816 shall be required to serve only five years.

In time of peace, all the soldiers who have served the required period shall be discharged on the 31st Dec.

But in time of war they shall not be discharged until a new contingent has joined the corps to replace them.

SECTION III.

RE-ENGAGEMENTS.

ART. XXI.—Soldiers who re-enlist, must engage to serve before the *s, or sous intendans militaires,*" according to the forms pre-
Art. 4. Upon the production of the documents requisite in

such cases, depends the right of a soldier to remain in the corps to which he formerly belonged, or to join another.

ART. XXII.—The period during which a soldier may re-engage to serve, is never to exceed that of a primary enlistment; but a man may be permitted to engage for two years only.

Soldiers who re-enter the service are entitled to an advance of pay, and they may be received into the Gendarmerie, or the Veterans of the Line.

All other conditions shall be determined by the King, and made public.

SECTION IV.

OF VETERANS.

ART. XXIII.—During war, all non-commissioned officers* and soldiers who have served the prescribed period, and returned to their former place of residence, shall be for a period of six years subjected to a local service, under the denomination of Veterans.

Veterans may marry and settle themselves.

In time of peace they shall not be liable to any duty, and even during war they will not be required to extend their services beyond the military division in which they reside, except in consequence of a law made for that purpose.

ART. XXIV.—Non-commissioned officers or soldiers, who have served the prescribed period, cannot be again taken into the army, but with their own consent.

They are liable only to the local service of Veterans.

Discharged soldiers, who are thirty-two years of age, or who have served twelve years in the army, or who were discharged in consequence of wounds, or some important disease, will be exempted from the local service.

SECTION V.

PENAL ENACTMENTS.

ART. XXV.—All the enactments, laws, ordonnances, rules, or instructions, formerly promulgated in regard to the recruiting of the army, are and remain annulled.

The civil and military tribunals before whom causes in respect to the recruiting of the army may be brought, will be guided in their decision by this law.

With respect to crimes of a military character, judges are to be guided in their conclusions, &c. by the 595th Art. of the Criminal Code.

ART. XXVI.—Every functionary or public officer, civil or military, who shall under any pretext whatever authorize or sanction exemptions, dispensations, or exclusions, except in compliance with the present law, or who shall on his own responsibility make any alteration in its enactments, either in regard to the duration, or as to the rules or conditions of engagements, appeals, re-engagements, or of the service of the Veterans, shall be accounted guilty of an abuse of authority, and subjected to the penalties directed in the 185th Art. of the Penal Code, and this without being exempted from the still more heavy

* Under the term non-commissioned officers are included serjeants and serjeant-majors in the infantry; *maréchaux-des-logis*, and *maréchaux-des-logis chefs* in the cavalry, and *adjutants* in both branches of the service.

penalties awarded by that code in the other cases which it has provided for.

SECTION VI.

PROMOTION.

ART. XXVII.—A soldier is not to be promoted to the rank of a non-commissioned officer before he is twenty years of age, and has served two years in the regular army.

No soldier is to be promoted to the rank of a commissioned officer before he has served two years as a non-commissioned officer, or, if he has not for the same period prosecuted a course of education at a special military school, and undergone a satisfactory examination at the said school.

ART. XXVIII.—One third of the vacant commissions of second-lieutenant will be given to non-commissioned officers.

Two-thirds of the vacant commissions of the ranks of lieutenant, captain, chef de battalion or squadron, and lieutenant-colonel, shall be given according to seniority.

The majors shall be selected from captains employed as paymasters, or who have had the charge of the clothing of a corps; or adjutant-majors. Paymasters, and officers of clothing, are to be selected from officers who shall have been serjeant-majors, or *maréchaux-des-logis chefs*. Adjutant-majors are to be chosen from lieutenants, who had been adjutants and serjeant-majors, or *maréchaux-des-logis chefs*; and adjutants from serjeant-majors or *maréchaux-des-logis chefs*.

ART. XXIX.—All officers must serve four years in each rank before they can be promoted to another.

This rule is never to be infringed except during war, upon extraordinary occasions, or in consequence of remarkable examples of bravery, which must have been recorded in the Order Book of a corps.

ART. XXX.—In conformity with these general views, the promotion of the army is to be conducted. The requisite rules which may be necessary on this subject, shall be promulgated in the collection of laws.

Hence all former enactments, ordonnances, rules, instructions, or decisions, respecting promotion, are and remain abrogated.

This law, which has been discussed and adopted by the Chamber of Peers, as also by that of the Deputies, and has this day received Our sanction, shall be considered a law of the State. Our desire, therefore, is, that it be kept and observed throughout our kingdom and the territories under our authority.

We therefore order and command Our Courts and Tribunals, Prefects, Administrative bodies, and others, concerned by these presents, to keep and maintain this law, and to cause it to be kept and maintained; and it is Our will and pleasure, that for the purpose of duly promulgating this law, the said authorities shall cause it to be registered and published as may seem necessary; and to the end that it be duly authorised, We have affixed Our Seal.

Given at Paris, the 17th March, 1818, and of the Twenty-third year of Our reign.

(Signed) By the King,

Seen and Sealed with the Great Seal. LOUIS.

(Signed) PASQUIER, Keeper of the Great Seal, and Secretary of State for the Administration of the Laws.

(Signed) M. GOUVION-SAINT-CYR, Secretary at War.

NAVAL GUNNERY.*

COMMANDER MARSHALL'S NEW MODE OF MOUNTING AND WORKING SHIPS' GUNS.

The vital advantages of Naval Gunnery were so manifest, even in the early periods of our maritime career, that they were set forth in various publications, as those of Master Digs, Master Bourn, and Master Norton, authors, who, though perhaps not aware of the real trajectory of a shot or shell, were more proficient in most points of practice than many of the Mentors of the present day. In describing the necessary qualifications of a gunner so far back as 1626, the celebrated Capt. John Smith observes:

"Supposing him to be a Christian fearing and serving the true God, and living in good repute and esteem among men; he ought (besides this) to be competently experienced in several arts and sciences, and especially in these following.

"1. In Arithmetic, both vulgar and decimal, whereby he may be able to work the Rule of Three (or Golden Rule) both direct and reverse, to extract the square and cube roots, &c.

"2. In Geometry, whereby he may be able to take heights, depths, and distances; to take the true plot of any piece of ground; and thereby to mine, or counter-mine under the same, or any part thereof.

"3. He ought to be experienced in making of ramparts, cannon, baskets of earth, and fire-works, both for service and recreation.

"4. He ought to be acquainted with the names of every member of which a piece of ordnance is composed, and to what use every member is appropriated.

"5. He ought to know how to search and pry into the conditions of any gun or guns committed to his charge, as to know whether truly bored, or taper bored; whether with or without a chamber; whether free from flaws (or honey-combs). To know what quantity of powder will serve for a due charge for each piece; what shot will fit; how many matrosses to attend; how many horses or oxen will serve to draw any piece, or (in case they cannot be had) how many men may serve."

This statement cannot be perused without exciting bitter regrets over the condition into which gunners' warrants have latterly fallen, nor ought the very questionable claims of numbers who obtained them to be hidden. "This commemorator of gunpowder treason, with a treason upon gunpowder," says an old writer, "is commonly a spawn of the captain's own projection:" but whether the lucky candidate for the ostensible office was an old seaman mistakenly rewarded thus for past services, or a favourite minion, the appointment, though not equally guiltless, was equally absurd, as in either case a total incapacity in the art of *killing and destroying with celerity* must be looked for. A lamentable consequence resulted,—the training of officers and seamen to the theory and practice of gunnery was so neglected, as to consist merely in adroitness of casting loose, and then securing the guns, after an irregular and noisy substitute for exercise, in which the hasty delivery of the word "done" superseded the knowledge of dimensions, windage, and dispart of ordnance; the proportion, force, and effect of ammunition; and the loading, pointing, and giving effectual fire. A career of triumph over enemies, as neglectful as ourselves, prevented the sore from being painful, till the unexpected success of a wary opponent exposed the defect. It must not be concealed that our vexatious defeats were owing to well-concerted plans, as well as mere weight of broadsides. The personal courage of our officers and men was never more exemplary; but the bold and till then successful mode of attack by which we had annihilated the navies of Europe, was of no avail with those who determined to allow of no closing but on their own terms. When the Shannon engaged, she brought tactics and gunnery, as well as heroism, into play; and the consequence was no more than was to be looked for:

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* A description of Commander Marshall's new mode of mounting and working ships' guns; wherein the nature and advantages of its novel properties are shown, and illustrated by the results of official experiments, 4to. with plan: John Murray.

while the gallant captain of this frigate was so impressed with the decisive power of horizontal fire, as to fit quadrants on all his ordnance,—a British vessel of war was captured, which had not even cast her guns adrift till she cleared for action with her conqueror!

It is a singular fact, considering how popular an appropriation of public money naval expenses have been deemed by all parties, that little or no powder or shot were allowed for practice; while, on the other hand, its wanton expenditure in action was a subject for vaunting, for there extravagance was authorized, as not only admissible, but requisite. In this state, the Transatlantic hints that we had slackened our vigilance, aroused the Admiralty to the necessity of improvement; and our "Affectionate Friends" of the Navy Office, with the warmth of an ice-berg, seconded their endeavours: but unless both Boards make the theory and practice of Naval Gunnery, with the doctrine of projectiles in a resisting medium, more an object of zealous excitation for officers to attain, the waste of ammunition will continue. Few of our future antagonists will permit us to resort to our old "rule of thumb" system, of coming at once to close quarters, after estimating a distance by the discreditable practice of "trying the range," which, like "calling" at whist, often betrays more than is desirable to the opposite party. The Nelsonian maxim of reserving fire till the "white of the enemy's eye" is perceivable, so worthy of that valorous chief, is admirable whenever the foe permits its practice, because it allows many of the niceties of gunnery to be overlooked; but that day has perhaps fled, and our bold, but not always prudent daring, may in future be met with the circumspection of skill.

It is therefore manifest, that he who renders our equipment more efficient, confers a benefit not only to the service, but to the nation at large; and that such is the claim of Commander Marshall will be evinced by a perusal of his pages. Although we are not quite convinced that projects for the advancement of our naval prowess should be promulgated by the medium of the press, we congratulate the discoverer of so useful an adaptation,—one which cannot fail of being adopted, because it possesses too many advantages to be overlooked.

This invention having been for upwards of two years under trial, both in men-of-war and East Indiamen, and constantly reported in high terms of praise, may be said to demand a more special investigation by the public. It consists chiefly in cutting the old carriage, in a diagonal direction close to the trunnions of the gun, and reserving the after-part only; as a substitute for the other half, the muzzle is supported by a crutch, resting on a kind of bracket, which is attached to the ship's side by a stout pivot, answering the purpose of a vertical hinge, and assisted in its fore and aft motion on the deck, by resting on a traversing truck. The two parts of the carriage are connected by a simple breeching, which, without being liable to entanglement, yet allowing throughout of a more equal recoil than with the old carriage, at whatever angle the gun may be trained, is less subject to accident from unequal strain. When the gun is run out, the crutch supports it near the trunnions; and when run in, after firing,—under the muzzle; with less inclination to tilt, yet permitting far greater depression and elevation in pointing than heretofore, since the crutch in the first instance raises the gun's muzzle, in recoiling, free from the sill of the port,—and in the second, the breech is allowed to sink lower in the carriage; by this scope, both the windward and leeward guns are rendered available in very bad weather. They also command a greater range, from bow to quarter, of 12° on either side the beam, by the removal of the fore trucks, which in the old carriage "wooded," or came in contact with that hitherto insurmountable obstruction, the water-way, long before the side of the port interfered with their direction. But a most decided advantage still remains to be told, which is, that of an inferior number of men being thus required, since five men instead of nine, amply suffice for the most expeditious working of an 18-pounder.

It certainly is surprising that, much as the defects of the established carriages have been felt, no essential improvement has been introduced since the reign of

Henry VIII. The great difficulty of imparting lateral motion to them is self-evident; yet, independent of the objects which a ship aims at, continually varying in their bearing, either by their or her motion, and consequently requiring a corresponding azimuthal change in the direction of the gun, we all know how very irregular the recoil becomes in quick firing, and how great the labour of squaring the after-axletree is, since the weight of the gun so much preponderates there. But in the new carriage, when the gun is run out, the centre of gravity resting on the crutch, lateral motion becomes perfectly easy, since even the pressure on the pivot is greatly relieved by the traversing truck supporting the breast carriage. The author's words deserve insertion.

"The chief novelty of this principle of mounting, consists in having removed the bearing of the gun upon its carriage, from the trunnions (which have now nothing to do with supporting the gun) to a fixed point at the breech, and a moveable one somewhere between the muzzle and the trunnion."

An increase of 24° in the horizontal arc, which the muzzle of a gun can describe, adds a great deal to our sphere of action even in near objects; but the geometrical progression with which it advances, the farther the enemy is removed, can scarcely be conceived without a diagram. It requires but to compare the duration of contest and the number of shot fired, with the amount of execution done, in most of our naval battles, to be convinced how few are well aimed: here again Commander Marshall's carriage affords a ship in motion the advantage of *instantly* adjusting her guns to the yawing of her head, when the roll has given them the proper elevation, thus uniting the vertical and horizontal angle required for the aim, without waiting for the former numerous crew retiring clear of their recoil before they can be fired.

In answer to those who might suppose many of the inconveniences of the old carriage would be removed by narrowing the fore-axletree, it may be observed, that this would favour the gun's inclination to upset, from the check it necessarily receives in its recoil. Moreover, in securing guns at sea, when the bed and coin are removed as usual, the chief weight of Marshall's will bear on the axletree; but in the old carriage, although the same operation is gone through, the pressure still resting by the trunnions on the high sides, it is strained in proportion to the motion of the ship. So much for *preventing* accident; but when it has by any means *happened*, the difficulty of remounting a gun on another square carriage, is next to insurmountable during action; whereas, with the new construction, even if both the breast and breech carriage should require renewing, they can be made alternately to bear the gun, and thus be successively fitted by its own crew; "the breech carriage of a 24-pounder was removed by seven men in twenty seconds, and the gun again mounted in an equally short space of time." Nor would there be the same objection to carrying a few spare carriages, since the breech part will contain the breast "in half the stowage of the old one."

For transporting a gun, either the breast part may be left, resting the fore part of the gun on a transporter, easily constructed, upon two trucks, or the breast carriage itself may be disengaged from the ship's side, and an axletree with trucks put under it for its removal to another port; and the new carriage is convertible also into a square one, should the gun be required on shore.

Much has been said in favour of round sterns, because they can bring more guns in defence of the otherwise helpless quarter; but from the greater angle obtainable in training guns with Commander Marshall's carriage, it will be found defended both by stern chasers and broadside guns, since they now can all be fired in a parallel direction. Nor will the curvature of the bow prevent the new carriage from training to at least 45°. This possibility of defending a ship on every side, is rendered the more valuable by the growing proficiency of foreign powers in Naval Gunnery, and the general use of steam-vessels, as the latter, from admirable facility of transit, are able to select a station whence they may annoy their foe unmolested. The superior ease and accuracy in pointing a gun on the new carriage, would, it is to be hoped, introduce a more

regular system of firing; and by reducing the confusion, which a crowd of men, scarcely having room to exert themselves, necessarily creates, with the violence required in training the old carriages, enable officers to exact more attention to any point of attack which they may think the most eligible.

From the deep interest which the discussion possesses, we trust the reader will not be displeased with a few random shot on this head. While we undervalue the nicely-balanced weight of broadsides which have lately been brought forward with all the grave precision of Cocker, we are well aware of the decided advantages of heavy metal. But there are various important considerations why we should not overload our ships; for in the present "march-of-mind" times, every thing is altered by wholesale. Raleigh, to whom we are indebted for more good things than mere tobacco-smoking, says it "was very behooveful that his Majesty's ships were not so overpestered and clogged with great ordnance as they are, whereof there is such superfluity, as that much of it serves to no better use but only to labour and overcharge the ship's sides in any growne seas and foule weather." This remark of a great seaman should be borne in mind by those, who, drawing all their conclusions from a few recent instances, are sighing for unwieldy batteries. Now, in "gunning" a man-of-war, we cannot agree that our secondary frigates will be improved by giving them 24, instead of 18-pounders,—they being too heavy for the tonnage of such ships. Increasing the weight on the main-deck will assuredly diminish the stability and add to the labour which the scantling, or frame, would endure in a gale, besides occupying more room, and requiring more hands for the working. The space occupied by 24-pounders is of greater importance than is generally considered;—when fighting in light winds and smooth water, it is of little consequence; but blowing fresh, with so much swell as to ship water, it requires attention to keep clear of the side, as well as of the trucks of the guns, and relieving tackle-falls.

The advocates for mounting ships with large metal must suppose, considering the difference of working a heavy and a light gun, that the damage done to a ship is in proportion to the diameter of the ball. That this is the case, few who have been much in action will allow; and even if it was so, we would prefer an 18 to a 24-pound battery, from the time taken up in loading and firing the latter to what would be necessary in the former. The number of rounds in a given time which an 18-pounder could be fired oftener than a 24, say forty of the former to thirty of the latter, would more than compensate for the size of the balls,—the weight in this instance is the same, but the small gun inflicts forty, while the other gives only thirty wounds. Lord Keppel found that a 32-pounder could be fired thrice in the time requisite to fire a 42-pounder twice, he therefore very properly gave up the latter. If we command a line-of-battle-ship, and have the option of receiving from an enemy either twenty shots of 42 pounds, or thirty of 32 pounds, could we hesitate? No: let us receive the former dose; the difference of the diameter of the two calibres is very little in actual perforation; but in one case we have thirty instead of twenty leaks to stop, supposing they all strike between wind and water; if they hit the upperworks, we shall have to lament the loss of men occasioned by a third more shots; and if they fly over the hull, but affect the rigging, who can doubt the difference of effect between them? If they all miss, the consequence is 0; but surely the chance of some shot doing execution is in favour of the 32-pounder, in the proportion of 3 to 2. In much of the late argument respecting heavy metal, the deductions are drawn from particular examples; and the effect arising from practical skill has been confounded with weight of missile, in assigning a superiority which is rather relative than absolute.

The necessity of frequently exercising the guns cannot be too warmly urged; for though a man may be unable to open an oyster at a cable's length, it should be held disgraceful to miss the hull of a ship. Many a person, formerly, might find himself in the presence of an enemy before he knew which end of a ball

cartridge to place downwards; and the remedy was put off till the disease became almost incurable. Part of the former clamorous brawling was suppressed by the Admiralty quarter bills of 1817; but we deem that much, very much, remains to be done in this department; and it is evident that the substitution of numbers for appellations will not conduce to the perfection of naval practice. The old exercise, though combining bustle without business, and confusion without variety, possessed most of the materials which, under a different modification, were capable of constructing a code upon juster principles. Before the new regulation was established, we had trained the men of a small vessel to a simple and silent practice derived therefrom, which consisted of but eight words of command; and to avoid unnecessary complications, the preparatory placing of requisite implements, and falling into the allotted stations, were part of the routine on the "beat to quarters." The orders were then given by the officers, who, being strictly enjoined to see the operations actually performed, required no noisy replies from the people. This scheme may be imperfect; but we prefer to be convicted of inability rather than lukewarmness; and as attention must now be strongly directed towards this urgent branch of duty, we obtrude it, in the hope that every contributed mite may prove acceptable to those who are intent upon the subject.

1. Prepare for Action.—The gun is to be cast loose and levelled; breechings to be middled, and relieving tackles hooked; crows, handspikes, powder horns, tubes, wads, and match tub, in their places; and the aprons and tompions to be removed.

2. Load your guns.—Care is to be taken to enter the cartridges with the closed end outwards, and the seam down; and it is to be rammed till the captain of the gun finds by the priming wire that it is home. Except in yard-arm and yard-arm affairs, a wad is to be put between the cartridge and shot, a precaution too often neglected. In shotting, the ball and its outer wad are rammed down together, and driven home by a couple of smart blows, previous to withdrawing the rammer.

3. Run out your guns.—The side tackles are to be manned, and the gun steadily bowsed out, while the captain attends the breeching. The use of crows should seldom be resorted to in mere exercise, as they tear the decks; and we would even take the shoes off the handspikes.

4. Prime your guns.—The captain of the gun is to apply the priming wire, and when the cartridge is thoroughly pierced, he is to place the tube in the touch-hole with its cap torn. If he primes with powder, he should place his hand under and thumb over the horn, in case of its blowing up.

5. Point your guns.—This should be executed with the quarter tackles, it being speedier, when well plied, than with handspikes, and less injurious to the decks, while it leaves those implements ready for the important office of elevation or depression. This done, the men stand in their stations.

6. Fire!—This electric order is to be executed with peculiar care; and if the jerk, which the captain of the gun gives the trigger string, makes only a flash in the pan, a match or salamander should be applied the second time. The moment the piece is fired, stop the vent to extinguish any sparks which may remain in the chamber.

7. Sponge your guns.—This order should be executed briskly, the vent being served. The sponge is to be turned round once or twice in the chamber; and the sponger, on drawing it, is to beat its head outside the port-cell, to shake off any adhering sparks. Every third round, the gun is to be wormed. While the exercise continues, the second word of command will be here given,—but at the conclusion, the following:—

8. Secure your guns.—The gun is now properly secured, the breeching taken up and seized, the apron and tompion replaced, and every implement returned to its station. The magazine to be shut, and the decks carefully swabbed, to take off whatever grains of powder may have dropped.

The latter part of Commander Marshall's description relates to the facility of

traversing his carriage, by merely inserting the crutch into a fixed pivot. This very material advantage will render it available in flotilla armaments, a description of force which has hitherto been greatly neglected, although, on several occasions, an important stake has depended on the issue of their efficiency. We would strongly recommend regular training to this active branch of offence and defence;—and from much gun-boat experience, would consider as axioms, 1. To exercise on every opportunity which may offer; for as the motion of an engine depends on the adjustment of its parts, so the power of artillery will be influenced by the dexterity with which it is handled. 2. To be certain of a decisive range. 3. To fire judiciously rather than quickly. 4. To let no annoyance from the enemy divert attention from the main object of attack. 5. In affairs with small craft, if any of them strike, to cut away their masts and rigging, and throw their arms and sweeps overboard, but not to retain possession of one, until the whole shall be defeated. 6. To be as sure of an orderly retreat as is consistent with the nature of the service: it is true, that a line-of-battle-ship in a calm resembles a palsied giant, and is a fair object for a mosquito fleet; but it should not be forgotten, that, if resuscitated by a breeze, she will run over her puny adversaries, like a jackass amongst chickens,—they therefore should be on the alert to sweep off with the first perceptible air of wind.

To enforce the necessity of exercise, even in the smaller classes of vessels, we submit a recent example of the power of precision and coolness over the "*brutum fulmen*" of ill-directed force; as evinced in the battle between the Almirante, a Spanish slaver, and the Black Joke. Indeed, without entering somewhat into detail, it would appear, from the great disparity between them, that the former was captured by surprise, but she was taken by downright "hammering,"—and Commodore Collier asserts, that he "never in his life witnessed a more beautiful specimen of good gunnery, than the stern and quarter of the Spaniard exhibited after the action."

It seems that the Almirante was a remarkably fine brig, of 360 tons, pierced for twenty guns, but with fourteen only mounted, four of which were long nines, and the rest eighteen-pound govers. She had a crew of eighty picked men, and was commanded by a resolute fellow, who had determined not to surrender but to a superior force. She was formerly ship-rigged, and called the Oroonoko, but was altered to a "clipper," at an expense of 35,000 dollars, expressly for security in the flesh traffic. Thus equipped, she arrived on the coast of Africa, in August 1828, and was generally at anchor in Lagos Roads,—the captain on shore purchasing slaves, and the mate under orders to weigh, and prepare for battle, on any suspicious sail heaving in sight. As both her business and her destination were notorious, Commodore Collier was anxious for her capture, and the Black Joke, commanded by Lieut. Downes, was ordered to watch her closely. The latter was also a beautiful brig; but she was a hundred tons smaller, while her force was only one long eighteen on a pivot, and a twelve-pounder carronade, with a crew, including supernumeraries, of fifty-seven men.

On the 28th of Jan. 1829, having embarked 466 slaves, the Almirante took advantage of a favourable moment, and sailed for Havannah. On missing her, Downes with great judgment anticipated her course, and at daybreak on the 31st, she was perceived from the mast-head, standing to the southward under a heavy press of canvass. An arduous pursuit now commenced; and a letter with which we were favoured from Fernando Po, dated a week after the affair, affords the following interesting details.

"Thus we at length got sight of our rakish-looking friend, and though every man with me was well acquainted with her superiority of strength, they appeared delighted at the chance of a brush. By half-past nine the wind had died away, on which we out sweeps, and helped her full thirty miles a-head. About 5 P.M. we had neared the chase sufficiently to smack a shot at her, and at 45 past 5, she shortened sail, fired a gun to windward, and hoisted Spanish co-

lours; afterwards she wore twice, giving us her broadside each time, but—though from having no bulwarks our men were all exposed—without effect.

"It being now sunset, and not considering it prudent to sweep under the range of her guns, I merely kept close to her during the night, and baffled every manœuvre which was made for escape. At dawn of day, the brigs were becalmed within a mile and a-half of each other, and remained so till noon, thus allowing full time to prepare for mutual civilities. At 30 past 12, the wind springing up from the westward, enabled the Almirante to lay up for us, on which I tacked, to get on her weather quarter, and after a stretch, tacked again and edged away to close. At 40 past 2, when we had taken a station within grape range, she wore and engaged us with a rapid fire of her larboard broadside; this was answered by three hearty cheers, and cool discharges from our long gun and carronade, till she wore at about 15 past 3. Considering the great disparity of our equipment, I resolved to board at once; the helm was therefore put up, the sails trimmed, and we stood directly for her; but the wind falling scant before we could close, she succeeded in bringing her starboard guns to bear, with a quick fire of round and grape, which better directed might have proved fatal, but the shot mostly passed over us. At 30 past 3, a light air sprang up, when she endeavouring to wear, brought us so close as to enable me to take up a commanding position on her larboard quarter, whence we raked her completely, fore and aft, for twenty minutes, when her fire being silenced, we were hailed with the tidings that she had struck. The breeze freshening at this moment, I laid her on board.

"On taking possession, we found the deck abandoned to the dead and the dying, for she did not strike till the captain, his two mates, and the boatswain were killed,—the third mate being the only surviving officer. In the latter part of the action, our fire had been so warm, that the Spaniards deserted their quarters, seeking refuge amongst the terrified slaves; and I was happy to find that of these poor wretches, only one, a female, was wounded. The vessel was in excellent fighting order, the running ropes being unrove from the fair leaders of the lower rigging, and frapped snugly round the masts; the topsail sheets were stoppered, the yards slung with chains, peak halliards stopped in two places, and all lumber thrown overboard. On drawing the guns, we found a round shot and two grape in each, and demanding of the people the reason of their firing so high, they answered, 'that it was the captain's intention to dismast us first, and then sink us at leisure.' There were several men stationed in the tops, who were to have been handsomely rewarded for all the officers they killed; but our carronade, with its shower of musket-balls, soon settled this matter. All the starboard main shrouds of the Almirante were cut off in a line, as smoothly as if it had been done with an axe. I found out afterwards, that the black cook had stowed away about two fathoms of chain, promising that the first 'negro catcher' we had a 'palaver' with should have it as a present from an African. He faithfully put his promise into execution, for he contrived to get it into the long gun, in the course of the loading; and I have no doubt but this accounts for the rigging being cut in the remarkable way it was."

Thus ended an action not more creditable for intrepidity than for tact. Both vessels sustained considerable injury in the hulls, masts, yards, sails, and rigging; but the other effects of cannonade were widely different, for while the Spaniard, of 14 guns, only wounded six people, her opponent, with two pieces of ordnance, killed fifteen, and wounded thirteen. It may be added, as an anecdote of "keen cruising," that when the victors were burying the dead, "Avast there!" cries one, "that fellow 's an officer—let 's overhaul him a bit before he goes overboard:" they did so, and found a belt round his waist, which inclosed a zone of doubloons!

ROYAL MILITARY COLLEGE, SANDHURST.

HAVING recently undertaken to correct some misapprehensions which appeared to have arisen on the subject of our System of Military Education, and to exhibit from unquestionable *data* the actual theory and course of that system, more particularly as regards Sandhurst, we now proceed to detail such of its practical results as may be gathered from the evidence of the last Half-yearly Examination, which we had the gratification to witness: indeed, the important and highly national principle upon which this Institution is based and regulated being universally appreciated, there is no question except as to its co-efficient administration.

Thursday and Friday, the 10th and 11th of December, were appointed by the General Commanding-in-Chief for the Half-yearly Public Examination of the Gentlemen Cadets of the Junior Department, and Saturday the 12th, for that of the Officers studying at the Senior Department.

The Board of Commissioners which assembled to hold the Examinations consisted of the Secretary at War, the Governor of the College, (Gen. the Hon. Sir Edward Paget,) Lieut.-Gen. the Right Hon. Sir George Murray, Secretary of State for War and Colonies, the Quarter-Master-General of the Army, (Lieut.-Gen. Sir Willoughby Gordon,) the Adjutant-General of the Army, (Lieut.-Gen. Sir Herbert Taylor,) the Deputy-Adjutant-General, (Major-Gen. Macdonald,) and Sir George Scovell, the Lieutenant-Governor of the Institution. Major-Gen. Sir Howard Douglas was also present on the last day. Capt. Garvock attended as Secretary to the Board.

FIRST DAY.

On Thursday, after the Military Inspection of the Battalion of Gentlemen Cadets, who received the Commissioners with their band and colours, the business of the day commenced with the Examination of one Gentleman Cadet in Conic Sections and Spherical Trigonometry, and of five others in the ordinary Collegiate course of Mathematics, consisting of Plane and Solid Geometry, Plane Trigonometry, Mensuration of Heights and Distances, &c. In Conic Sections and Spherical Trigonometry, Gent. Cadet Clement Edwards passed a very distinguished examination; and we understood that the general merit of this Cadet was favourably estimated by his superiors. In the ordinary Mathematical course, Gent. Cadet Robert Petley displayed most ability, and generally maintained his superiority throughout the other branches of study in which he successively appeared. This examination, of which Professor Leyburn was the medium, was conducted principally on those parts of the elementary Mathematics which are immediately applicable to practical and professional purposes: such as the Trigonometrical measurement of inaccessible Heights and Distances, the calculation of the cubic contents of parapets and ditches, for apportioning the *remblai* and *déblai* of works, and other Military propositions of Plane and Solid Geometry.

A class of thirteen Gentlemen Cadets were next examined in Latin. The book they brought up was Tacitus, an author whose terse and elliptical style renders him frequently obscure even to the professed

scholar; yet a portion of the Germania, chosen at hazard by the Commissioners from the volume, was construed with a fluency and elegance which surprised us.

The class for examination in French, consisting of eight Gentlemen Cadets, was next called up, and rendered a portion of Fenelon's Telemachus into English, and of a History of England into French. This, from the discrepancies and peculiarities of national idioms, is a process of no slight difficulty to be correctly done,—and, making due allowance, the respective translations were, in the present instance, very fairly and fluently executed. We are bound to observe that, in every case, the matter selected for trial was named from the volumes at large by the Commissioners, who severally probed the acquirements of the Cadets in each branch of study with a close and searching scrutiny.

The last class which appeared for the day was composed of twelve Gentlemen Cadets for examination in German, a language as useful to the military as delightful to the literary student. They translated the *Geschichte des Sieben-jährigen Krieges* (History of the Seven Years' War) of Von Archenholtz, with great accuracy, and displayed a remarkable command of the classic German pronunciation and accent. The Adjutant-General took an active part in the examination of this class, and at its close paid a just tribute to their proficiency.

In the intervals of this day's examination, two complete courses of military surveying and sketching, which had been performed, the one by eight, the other by seven, Gentlemen Cadets, during the half-year, were submitted to the inspection of the Commissioners. We would gladly give all the details of these courses, did our space permit; their merit and utility will, however, be understood, when we state that they consisted of sketches of ground, plots of road and boundaries, surveyed, in detached parts, by Theodolite, and laid down by Protractor, plans of triangulation taken by the Pocket-Sextant, diagrams of measured heights and distances, &c. done generally under the direction of the Professor by the several Cadets in separate sketches and surveys, which were subsequently connected in plans: each course closing with several series of combined sketches, of which a part was executed by each Cadet without Professor or instruments, and in a single morning. Of these specimens in surveying, all of them well, and many of them beautifully executed, the sketches of Gent. Cadet Petley were infinitely the best; indeed, the drawings of this deserving Cadet appeared to us altogether of a masterly character, surpassing what we could have expected from a youthful pupil. On the whole, this feature of the College course struck us as being eminently conclusive of its practical utility, as well as of its superior power and mode of imparting essential instruction.

The side-tables of the Board Room were also covered with military drawings, both in pen and brushwork, and some very boldly-pencilled delineations of ground from models, all copied in a business-like style in the halls by the Gentlemen Cadets of the lower class of this useful study, who are thus accurately trained for the subsequent operation of sketching in the field. Amongst these specimens, we observed a map of the Bombay Presidency, comprising about fifteen square feet of elaborate work, which had been copied by some of the Gentlemen Cadets for the use of the Quarter-Master-General's Department at the Horse

Guards, from an original Military Survey, by Lieut.-Colonel Sutherland. Several Books of Landscape Drawing were also exhibited, and in this department Gent.-Cadet Petley also excelled. The pupils of Mr. De la Motte produced some sketches of forest trees in the excellent manner of their master, so popularly known by his published etchings of that subject.

SECOND DAY.

On Friday morning, the Commissioners, after the usual military reception, proceeded to the Board Room, where the examination was resumed. A class of twelve Gentlemen Cadets were examined in Euclid's Geometry; after which, another class of eight came forward to complete their qualifications for commissions and certificates, by examination in Fortification. In this Inquiry, which was most rigidly carried through the intricacies of permanent and field fortification, the candidates acquitted themselves admirably—proving themselves thoroughly acquainted with their subject. Gent.-Cadets George Grey and Petley were particularly distinguished. We have never heard a more lucid and intelligent exposition of a given subject, than the process and *rationale* of forming Inundations in Field Fortification, as described by the former, whose manner of acquitting himself on this occasion drew a warm eulogium from the Secretary-at-War, who had taken a prominent part in the examination.

From the Board Room the Commissioners then adjourned to the Model Room, to prosecute the examination of the same class through the attack and defence of places, illustrated by the superb model constructed on the principles of Cormontaingne, the most complete and beautiful work of its kind probably in Europe, and reflecting great credit on Mr. Polchet, the Professor of Fortification, by whom its execution was superintended. Here the class was closely examined through the whole progress of a siege, from the formation of the first parallel to the assault of the last retrenchment in the body of the place. Having passed this ordeal in a most satisfactory manner, the class was sent, without their Professor, who remained in close custody, to trace a field work on ground in front of the College, while the Commissioners repaired to the Riding School.

Here we were greatly delighted with the exhibition of twenty of the Cadets, most advanced in the drill of this manly and graceful branch of military instruction, who, with well-trained precision, put their steeds through the various paces, filed through several evolutions, and finally, cleared the leaping-bar in file, at a walk, trot, and gallop, with the skill and steadiness of veteran Hussars. The Commissioners being pressed for time, could not view the very useful practice in taking up positions and distances in line and column on horseback, in which Capt. Chadwick, the active and intelligent Riding Master, had for some time been daily exercising this class.

From the Riding School the Commissioners proceeded to inspect the task which the Fortification Class had, meanwhile, executed. From a list of every variety of Field Work, the Commissioners had chosen, for this trial, a bastioned Fort, to serve as a *tête* either for a bridge or other object; and in less than an hour the tracing with lines and pickets was completed; and two profiles were set up for the direction of a

working party. This proof alone formed a practical commentary on the merits of our "Military Education."

The Commissioners having returned to the Board Room, the examination of two more classes, one in History, consisting of seven Gentlemen Cadets, and another in Latin, of nine, closed the business of the Junior Department. The periods selected by the Commissioners from the Course of Antient and Modern History, for the trial of this Class, were "The First Triumvirate," and the Reigns of Henry VIII. of England, and his three successors. The former period was concisely narrated by the Cadets; and the examination in the latter was conducted by leading questions from the Secretary-at-War and Quarter-Master-General. The result proved that the Class was possessed of a mass of sound Historical information. It struck us, that the course of Modern History, which is now confined to Russel, might be advantageously extended or rather varied. Every writer does not relate every fact—and each has some modification of cause and effect, authenticated or inferential.

The Second Latin Class was examined in Juvenal from the expurgate Edition provided for the use of the Gentlemen Cadets, the 2d, 6th and 9th Satires being omitted. The translation was excellently done; we could perhaps have wished the reading of the Latin Text had been more measured and distinct. At the close of the Examinations, the Commissioners decided upon recommending the following Gentlemen Cadets, on the completion of their qualifications, to the General Commanding-in-Chief, to receive commissions in the army,—

Robert Petley,	John A. Cole,
William P. K. Browne,	James T. Airey,
George Grey,	Robert T. Eagar.

And the following Gentlemen Cadets, all of whom had received commissions as the result of public examinations which they passed in June last, were now presented with certificates, recording the special approbation of the Commissioners at the farther advancement which they had made in their studies,—

Ensign	Clement Edwards . . .	18th Foot.
„	Robert O. Jones	97th do.
„	James N. Boyd	26th do.
„	James H. C. Robertson . .	17th do.
„	Henry Bates	38th do.
„	Morris R. Campbell . . .	95th do.

The whole of these young gentlemen had been actively employed during the half-year in the Practical Course of Military Surveying and Constructing Field Works, with a detachment of the Royal Sappers and Miners.

Gentlemen Cadets Grey and Cole having also completed the number of steps by public examination, entitling them to special certificates, were presented with these honourable distinctions, in addition to being recommended for commissions.

The general result of the Public Examinations of the Gentlemen Cadets may be thus stated:

Fifteen Gentlemen Cadets had completed their qualifications in practical Military Surveying.

Thirteen had completed the practical Course of Fortification, by the Construction of Field Works, and had been instructed in the actual process of Sapping.
Eighteen had passed public examinations in various parts of the Mathematics.
Eight in the French Language.
Twelve in the German.
Twenty-two in Latin.
Seven in History.

Each of which examinations was recorded as one step, of five, towards a commission or certificate; the number of commissions now fully gained being six, and the number of certificates eight.

Senior Department.

Saturday being devoted to the public examination of the Students at the Senior Department of the College, the following Officers, who had completed their course of study, appeared before the Commissioners,—

Major G. Johnstone, unattached.
Capt. W. Eyre, 73d Regiment.
Lieut. E. K. Young, 18th ditto.
Lieut. R. G. Craufurd, 2d Dragoons.
Lieut. W. Rogers, half-pay Cape Cavalry.

The portion of the Mathematical Course selected by the Commissioners for the examination of these officers was principally Conic Sections and Spherical Trigonometry, applied to the purposes of Practical Astronomy. The following were among the propositions given:—

Major Johnstone.

Find the relation between the abscissæ and ordinates of an ellipse, viz. Prove that the square of the transverse axis is to the square of the conjugate, as the rectangle of the abscissæ is to the square of the semi-ordinate.

Find the latitude of a place by two altitudes of the sun, with the interval of time between the observations.

Prove that the distance of the centre of a projected great circle from the centre of the primitive, is equal to the tangent of the inclination.

Captain Eyre.

Prove, that when a tangent is drawn to an ellipse, and an ordinate from the point of contact, the semi-transverse axis is a mean proportional between the distances of the ordinate and tangent from the centre of the ellipse.

Find the latitude of a place, having given an altitude of the sun, and the time of the observation.

Lieut. Rogers.

Prove that a line drawn from any point in a parabola to the focus is equal to the distance of that point from the direction.

Given the sun's altitude and declination; find his azimuth, the variation of the compass, and the time of the observation.

Lieut. Young.

When ordinates are drawn to any diameter of an hyperbola, the

rectangles of the segments between the curve and assymptotes are equal to each other.

Find the error of a watch by equal altitudes of the sun.

In the stereographical projection, find the projected diameter of a given circle.

Lieut. Craufurd.

Find the longitude of a place by the moon's distance from the sun, &c.

Find the sides of a spherical triangle, having given the three angles.

The examination of the Officers in Fortification was conducted upon precisely the same system as that of the Gentlemen Cadets; and while, at its close, the five proceeded together to trace a field work on the ground, the Commissioners minutely inspected the drawings, surveys, and plans of fortification performed at the Senior Department during the half-year. This Course, which was exceedingly well executed and highly interesting, comprised many admirable military sketches of parts of the adjacent country; and also the joint survey of the officers under examination, consisting of a considerable portion of the chain of heights, or South Downs, extending across the county of Sussex—a work which evinced a perfect knowledge of the theory, and great skill in the practice, of this most important branch of military science.

At the conclusion of the examination, all the five officers were presented by the Commissioners with recommendatory certificates of the first class to the General Commanding-in-Chief. Before quitting this subject, we must remark, that the very limited period (twelve months only being *allowed* to those officers who have previously been at the Junior department, and not more than two years to those who have not) occupied by the several officers in preparing themselves, greatly enhanced the merit of their distinguished proficiency; nor must we omit a deserved tribute to the popular and accomplished Professor, Mr. Narrien, by whose anxious and able instruction they were enabled to make so rapid yet effectual a progress.

The Commissioners concluded by inspecting the various and highly useful models in plaster of Paris, one of which exhibits most accurately the country for many miles round the College, and was modelled from the surveys of the Cadets. These models are intended to be copied from, in order that the Cadets may more readily master the actual features of ground. We should also enumerate plans of the field works actually constructing by the Students of both Departments, as well as of the astronomical problems and observations carried on during the term by the officers of the Senior Department, at the Observatory of the Royal Military College.

Thus terminated an examination, calculated to impress a visitor with the very highest opinion of the judicious distribution and practical efficacy of the system of education pursued at this Institution, although surpassing the late exhibitions of the same kind at the College only in such a fitting ratio as its principle of progressive improvement insures. To the sceptical on these matters we would say, "Go and see with your own eyes, and judge accordingly,"—we will guarantee their conviction, if not conversion; as we have reason to assume in

the case of an inquiring Member of the Lower House, to whom we ascribe none but the most honest motives, and who minutely inspected the Establishment, as those should do who undertake to criticise its administration. While on this subject, we may be permitted to offer a few suggestions which strike us as worthy of attention. The present Board Room appears, from its situation and confined dimensions, inconvenient and inadequate as the scene of the general examinations; from its construction, it is also extremely ill calculated for hearing the more subdued voices of the Gentlemen Cadets. We would therefore propose that this apartment should be converted into a Library and General Reading Room for the Cadets, for which purpose it seems peculiarly adapted and well placed; and in its stead, we would recommend that one of the extensive halls on the ground-floor, and adjoining the grand entrance, should be converted into a theatre for the public examinations, with suitable accommodation for the attendance of the whole of the Cadets, upon whom the spectacle might have a more exciting and beneficial effect than results from their present exclusion. Respectable visitors might also be admitted, perhaps invited; and the examination might altogether assume a more public character. We are perfectly aware of the dignified disregard of any thing like display entertained by the Authorities of the College;—but the effect of encreased publicity, we are persuaded, would be to promote materially the popularity of this truly national institution. It also occurred to us as an omission which might be supplied in some such arrangement as the above, that the succession of Governors is not recorded, as they might be, in a series of portraits: the hall might also be permanently decorated with select specimens of drawing in every branch, and other proofs of merit and proficiency on the part of the Students of both departments.

We were forcibly struck by the spirit of improvement which obviously pervades every department of the College, extending its salutary influence to the very face of Nature. Throughout all classes of its *personnel*, we observed an unaffected zeal and efficient co-operation for the public ends in view:—while, from that which, a few brief years since, was but a dreary and unprofitable desert, a varied and romantic domain has been created, adorned with noble buildings, tufted with thriving woods, and ornamented by a fine and picturesque sheet of water, collected from the reclaimed swamps which tainted and deformed the estate, into a noble and salubrious reservoir for the aquatic sports of the Cadets. Nor is this all. A Town, supported by the College, has sprung up in the waste, and the means of subsistence and competence have been thus extended to hundreds of families.

Bowing, as we implicitly do, to the principle of a just and pervading economy, we confess to have felt involuntary regret at the diminished extent of the line as we first approached the parade, shorn, as it appeared, of one-half its former numbers and staff. Alas! the shears of reduction have been ruthlessly at work here: A and D have been lopped from B and C, and the flanks of Majors Wright and Diggle are enfiladed by the winds of Heaven. It is in self-defence, we presume, that the surviving Juniors are throwing up an entrenchment *en cremaitlière*, (beautifully and scientifically traced,) to flank and defilade their left, and have closed and thickened the sylvan defences upon their right;—that the Seniors are constructing a bastion

field fort, neatly encompassing an opportune knoll, to repel incursions from the rear: while Government House forms an admirable bulwark in front, impregnable to outward force or treachery, though hospitably accessible by its *gorge*.

We could extend our remarks much farther, but our limits warn us it is high time to conclude. We would add a parting and general admonition to our younger comrades, the Gentlemen Cadets, to profit by the peculiar advantages of instruction they enjoy, and to qualify themselves for future eminence by present distinction—to recollect that the character of their preparatory trial will infallibly influence that of their professional career—and that neglected opportunities of gaining general knowledge and professional qualification rarely, if ever, return; and are only remembered to be bitterly deplored:—let them also never forget that subordination, the link of all society, is the key-stone of military discipline and success. We advise as one of themselves—alive to their hopes and fears and youthful prospects, and, haply, not unmindful of some natural, though unreasonable, repugnance to restraints, which, while curbing the youthful spirit, temper and train it to the pursuits of manhood.

We have only to add, that we derive the highest gratification from the power thus afforded us of doing justice to the practical utility and exemplary administration of this noble Establishment; and of referring the successful results we have just detailed to the able and popular management of its Governor and Lieutenant-Governor, aided by the zealous co-operation of the Officers and Professors.

EAST INDIA COMPANY'S MILITARY SEMINARY.

THE half-yearly public examination at this institution took place at Addiscombe, on Friday, the 11th instant, in presence of John Lock, Esq. Chairman to the Hon. the Court of Directors, William Astell, Esq. M.P. Deputy Chairman, and a deputation of Directors. Amongst the many distinguished visitors present, were his Grace the Archbishop of Canterbury, the Bishop of Rochester, Sir Howard Douglas, Sir Augustus Frazer, Col. Williamson, Col. Drummond, Lieut. Col. Jones, Ass. Dep. Adj. Gen. Royal Artillery, Lieut. Col. Pasley, Royal Engineers, and many other eminent officers of the Royal and of the Indian Armies.

Having in our number for August last given a detailed account of this fine establishment, it is unnecessary for us on the present occasion to give more than an outline of the proceedings of the day.

The examination was conducted by the distinguished public examiner Col. Sir Alexander Dickson, K.C.B. of the Royal Artillery. There appeared twenty-seven Cadets for examination. Their mathematical acquirements were conspicuous in their demonstrations in Geometry, Trigonometry, Mensuration, Mechanics, Statistics, &c. and (some of the most advanced Cadets) in Fluxions. The examination in Hindostanee followed the Mathematics, and we understand that some of the Directors, well acquainted with the language, expressed very great satisfaction at the proficiency of the candidates. The examination in Fortification closed the proceedings, and we were more gratified at the intelligence of the Cadets than at the previous examination in June. They evidently understood the subject, though the explanation of the

his work. In tracing the varied and sinuous courses from effect to cause, M. de Chambray has adopted a clear and comprehensive plan; general principles being first laid down, and their truth afterwards demonstrated by historical facts: no *coup d'œil* of this investigation could do justice to the singular ability with which it has been performed; and we shall therefore confine ourselves at least for the present, to a few of those points which are first treated of. The author recognises two principal classes among troops, namely, those who embrace the military life as a profession, and those who are brought into temporary service by the law of the land, the dangers of their country, or a feeling of honour. "There are scarce any armies in Europe," he says, "composed entirely of soldiers by profession." The generally acknowledged superiority of a standing army is then insisted on; but the author is not of opinion that it is most trust-worthy for home service, when composed of national troops, who, he observes, "no matter what their composition, are more apt to take part in disturbances than foreign troops, and most revolutions have been aided by them. It was with national troops that Cæsar and Cromwell enslaved their country. The French guards marched with the mob against the Bastile; the Swiss, faithful to their engagements, perished in defending the King's palace." (p. 7.) The military qualities of troops are divided into permanent and temporary qualities. "Permanent causes," says the author, "are good military institutions, and good modes of making war; temporary causes, the habits of war, a feeling of honour, love of glory, desire of gain, fanaticism, patriotism, love of liberty, hatred against a rival nation, and ambition among those who aspire to honours and preferment." (p. 16.)

After detailing the qualifications which a true soldier should possess, the Marquis ventures on the following anti-matrimonial doctrine, which, though not likely to obtain the sanction of that sex whose value,

"When pain and anguish wring the brow,"

the great Northern bard has so truly painted, must yet be allowed by all candid observers of cause and effect to be too well grounded.

"The qualities of which I have just spoken, are more often shared by those military men who are single, than those who are married, and have children; by those who have no family but their companions in arms, who know no home but their colours, than by those who are influenced by other and more powerful interests than the interests of their military career, or who, serving for a limited period only, have always their eyes fixed upon the time when they will be able to quit the service." (ib.) He, who makes the army his profession, no matter of what country, or in what service he is, must unquestionably be the best soldier, and therefore we find the generally good conduct of mercenary troops; on this subject, the learned author brings forward a mass of evidence. "The memorable 10,000 of Xenophon," says he, "were part of an army consisting principally of 13,000 Greek mercenaries taken into pay by Cyrus for the purpose of dethroning his brother Artaxerxes;" the mutiny of these troops, and this consequent return to obedience on being promised more pay, is also alluded to in a note on this passage, and made use of by the author to show, that although self-interest was their only motive, Cyrus placed his chief reliance upon their exertions. "The Romans," continues the author, "were often beaten by the famous mercenaries in the pay of the Carthaginians; and it was a condition of the treaty made after the second Punic War, that the latter republic should no longer employ such auxiliaries. The best troops of Germanicus were the Batavian cohorts. 8000 Spanish mercenaries, commanded by Roger de Flor, were, in 1303, taken into the pay of Andronicus II. Emperor of the East, and notwithstanding their inferiority in number to the Ottomans, gained several battles, reconquered the greater part of Asia Minor, and retarded the fall of the empire; and these same troops, to avenge themselves for the death of their leader, who had been assassinated by Michael Paleologus, made war with the Greeks, whom they beat, although much inferior in number, in several engagements, and had not discord arisen among their chiefs, they would probably have caused the downfall of the empire, &c. On the death of Duke Bernard of Saxe Weimar, seve-

ral powers endeavoured to attach to themselves that army, with which, composed entirely of mercenaries, he had made himself so formidable to the Imperialists. France succeeded, and may be said to have purchased the troops, for it was a money matter; they served long under Turenne, and constantly distinguished themselves; they formed the left of the French army at Nordlingen, and Condé owed his victory to their valour, &c. In the present day, during the seven years that Napoleon endeavoured to subjugate Spain, his troops gained the battles which they fought against the Spaniards, and lost the greater part of those in which they were opposed to the British: the former were, however, national troops, filled with patriotism, and sometimes with fanaticism, they fought for the independence of their country, they were animated with feelings of hatred against the troops of Napoleon: the English armies, on the contrary, were composed of men of different nations, and almost the whole of the individuals who composed them were soldiers by profession." (pp. 12—16). The latter illustration contains a just eulogium on our German allies, than whom no better or braver ever fought in the ranks of the British army; but, after all, these facts brought forward in favour of mercenary troops, might, we conceive, be applied with equal fitness to the uncontested position, that a well-disciplined army is better than one which is not so; for whether the former be mercenaries, or national troops, they must, according to all experience, prove superior to less disciplined armies which may far exceed them in number.

The popular opinion that troops show the greatest valour in the heart of their own country, and in defence of their own homes, is next ably combated; but we must check our disposition to make farther reference to this interesting book at present, promising to return to the noble Author in our next number.

Among some otherwise excellent observations of Lieut.-Gen. Brennier, on the Manœuvres of Infantry, inserted in the *Spectateur Militaire* of Sept. 1829, we find the following exact and modest version of the attack by the 29th at Roriça. The survivors of the old 29th, who were present, could, we think, tell a somewhat different story.

"At the affair of Roriça, or rather *Azambugeira*, I had sent two companies of the 70th regiment to the left for the purpose of guarding the debouche of a defile which I had luckily observed: these two companies were suddenly attacked by an English regiment; the rest of Delaborde's division was still engaged in the principal defile which debouched upon Azambugeira; all was lost if the movement of the English regiment could not be arrested. The remainder of the troops under my orders was indispensably necessary upon the different points where I had posted them, and where, in fact, I was successively attacked; I could not, therefore, send reinforcements, I had not even time to do so. I ran myself towards the two companies, who, not believing themselves able to resist the great superiority of the enemy, were retiring in good order. I made them face about, and immediately after, fire, and charge the English regiment, which was thrown into complete disorder, after having had its Colonel (Lake) killed, and many others (among whom several officers) killed, wounded, and prisoners." The note upon this passage adds, "Gen. Foy, and afterwards Colonel Napier, in giving an account of the affair at Roriça, have said that the enemy was charged by a battalion, but I was upon the ground and these gentlemen were not: and I am certain that all the old officers of the brave 70th will testify that the English regiment which attacked our left was only charged by two companies; I will also aver that we were not more than 2000 men in the field of battle at Azambugeira: Gen. Foy says, according to authentic documents, we were less than 2500, including the two companies detached to Bombarral and Cadoval. Gen. Foy's version is the only true one; I think Colonel Napier is wrong, in saying that it would be diminishing the glory of Gen. Laborde to give him less than 5000 men, it appears to me that it would be quite the contrary." The General proceeds—

"I take this opportunity to contradict the question, more than silly, *(plus que niaise,)* and above all things, *little soldierlike*, which Colonel Napier has attri-

buted to me on my arrival at the English head-quarters at Maceira, after I had been taken prisoner at Vimeiro. Being wounded, I was provided with a horse, and the detachment which conducted me having led me a tolerably long *détour*, I arrived on the coast. Here I found an English Commodore, who, having left his ship for the moment, was examining the movements of the battle with his telescope; on perceiving me, he approached and asked me several questions; to those which appeared to me insignificant, I replied; but not thinking it my duty to answer others, I put to him, in my turn, the following question. 'If you, Sir, were yourself a prisoner, and I had addressed to you the questions which you have just put to me, would you, Sir, I ask, answer them?' The Commodore (Sir Charles Adam) abashed, made many apologies, and suffered me to continue my journey. On arriving at Maceira, I found Sir Arthur Wellesley, who having only just left the field of battle, was still on horseback, and as I preferred embarking immediately, he had the courtesy to send one of his aide-de-camps with me to the vessel, into which I went. We only exchanged a few words; and it will, I hope, be believed, that after my reply to the questions of the Commodore, I did not put such an awkward question to Sir Arthur, as 'Has the reserve of Gen. Kellerman come up?'"—*See Napier*, Vol. i. p. 278.

NAVAL STEAM CANNON.

The first experiments made with Perkins's Steam Cannon at Vincennes, near Paris, were not attended with very brilliant results, and it appears that the last have not been more fortunate. The enormous apparatus of which this machine is composed, was placed at about forty paces distance from a wooden figure, formed to represent the hull (*carcasse*) of a man-of-war; the projectiles thrown were about four-pound calibre, and remained fixed in the thickness of the wood; a four-pounder was afterwards fired off at the same distance, and the ball penetrated the figure. Other experiments may possibly give different results, but even allowing that the superiority of Perkins's Cannon becomes established, the complication of the machinery, and its enormous proportions, will render its application to the arming of ships almost impossible.—(*Journal du Commerce, in Bull. des Sciences, Mil.* Aug. 1829.)

NAVAL FORCE IN FRANCE.

The naval force of France consisted, on the 1st of Jan. of this year (1829), of 276 ships of the line of various ranks, viz. 33 men-of-war, 41 frigates, 6 corvettes, 25 brigs, of 16 to 20 guns each, 8 tenders carrying 18 guns, 15 brigs of 16 guns, and 151 vessels of other calibre. The number of vessels building is 80.

The various stations will require for the year 1830, should no extraordinary event happen, 128 ships of war, viz. 1 line-of-battle-ship, 14 frigates, 79 other vessels of less calibre, 27 transports, and 7 steam-vessels.

The following is the comparative pay of the naval officers of the various Powers, not including mess allowances:—

	Francs.		Francs.
An English Vice-Admiral	36,000	A United States Commander	7,120
A Dutch ditto	38,700	A French ditto	6,000
A French ditto	28,000	An English Commander of a frigate	7,475
An English Rear-Admiral	27,000		
A Dutch ditto	24,250	A Dutch ditto	6,450
A French ditto	12,000	A Russian ditto	4,740
An English Commander	12,911	A United States ditto	4,212
A Dutch ditto	17,200	A French ditto	4,200
A Russian ditto	10,920	*(French Journal.)*	

PRUSSIA.

NAPOLEON IN BERLIN.

After the Prussian troops had evacuated Berlin, the administration of foreign affairs was carried on there by Prince Hatzfeldt, one of the duties of whose office

was to dispatch a daily report to the King so long as the communications remained open.

At noon on the 24th of October, the French advanced-guard entered Berlin, and the next day was followed by the corps of Marshal Davoust; and on Sunday, the 26th, a deputation went to Potsdam, to compliment Napoleon on his arrival there. Prince Hatzfeldt was at the head of this deputation, and was received, as is said on such occasions, "very graciously." In the evening of the same day the Emperor went to Charlottenburg, and at four o'clock in the afternoon of the 27th, made his public entry into Berlin.

At the Brandenburg gate he was received by a deputation of the Chief Magistrates, who came to present him with the keys of the city; without deigning to honour them with a look, he rushed by, and they were told to follow him to the palace; there Napoleon received Prince Hatzfeldt with great coldness, and finally told him that he did not require his services. Astonished at this reception, the Prince went home, and sought in vain the key of his house; the next day an officer of the gendarmerie waited upon him with an arrest, and conducted him on foot to the palace guard-house. The Princess, ignorant of the cause of this arrest, hurried to the palace of the Princess Ferdinand, and there received from her husband a note written in pencil, mentioning what had occurred, and beseeching her to go herself to the Emperor. She flew to the palace, and found that Napoleon had ridden out to inspect the troops of Davoust. One of the royal servants who knew her, told her that Duroc was at home, and conducted her to him; she was most kindly received, and Duroc had the Prince brought from the guard-house into his own room, at the same time promising to take an opportunity of speaking to Napoleon, whose return being just at this moment announced by the drums, he had only time to lead the Princess to a place which the Emperor must pass, and went to meet his master.

When Napoleon approached the Princess, he inquired her name, and immediately ordered M. de Segur to conduct her to Marshal Berthier, but she had only been there a few minutes when he sent for her. The antichamber was filled with officers of the Emperor's suite; beyond this were yet two apartments to cross before she could reach Napoleon's cabinet. As she opened the door, he came towards her and said, "You tremble, Madam! approach, I am not so formidable." He then inquired after her family, &c. and conversed with her for more than half an hour upon all sorts of indifferent subjects; at length the Princess reminded him of the object of her visit, upon which he asked her, whether she knew the cause of her husband being arrested, she replied in the negative; he then rang for Berthier, from whom he demanded Prince Hatzfeldt's letter. "You shall judge yourself, Madam," said he: "if this letter is your husband's, he is guilty; if not, I will give you all possible satisfaction." The Princess, having looked at the letter, answered, "The hand-writing is certainly that of my husband, but he is a man of honour,—he is well known,—he can have written nothing that could compromise him; let him be called, Sire, and he will justify himself." Upon this, Napoleon took the letter, folded it, and returned it to the Princess with these words, "Here, take the letter, and then I shall possess no proof against your husband—lead him home, he is free!" Here ended the farce which, probably to increase the effect, appeared to have been first arranged as a drama. On Thursday the 30th of October, the following article, in German and French, appeared in the *Berliner Zeitung*.

"The day before yesterday (28th inst.) Prince Hatzfeldt was arrested, in consequence of having given written information to Prince Hohenlohe of the movements and positions of the French army: the letter which contained this intelligence was written by the Prince himself, but it was intercepted and laid before his Majesty the Emperor. The wife of Prince Hatzfeldt flew, therefore, to the Palace, and on her knees implored from his Majesty her husband's pardon. The Emperor was gracious enough to lay the letter before her, and she could not help acknowledging the hand-writing of the Prince. 'See, now, Madam,' said the Emperor, 'and judge yourself whether your husband is guilty.' However, as the Emperor is ever gracious and magnanimous, even

towards his enemies, he returned the Princess the letter, and pardoned the Prince."

But what did this awful letter contain which could make it so injurious to Prince Hatzfeldt? The reader shall himself judge. Here follows the whole *corpus delicti*, now printed for the first time.

"Berlin, 24th Oct. 1806, 5 A.M.

"Lieut. Braun, of the Artillery, who is attached to the General Staff, has just been with me, and told me that he has been charged by you to destroy all the bridges over the Havel: the half of his commission has been accomplished, but the completion of it, after the intelligence which he has received, appears to him impossible. I mentioned to him that a strong cavalry patrole had been in Potsdam yesterday, that the bridge over the Havel there was in the enemy's possession, and that in my opinion he might with still greater reason return, because, under existing circumstances, the remaining bridges are necessary for the provisioning of Berlin. Lieut. Braun has requested me to mention this to you, and I accordingly do so. I know nothing official of the French army, except that I saw yesterday a summons, signed "D'Aultanne," addressed to the Magistrates of Potsdam. The French say that their corps is 80,000 strong, others assert that it is not 50,000, and the horses of the cavalry are said to be very much fatigued.

"I have the honour to be, &c.

"I beg of you not to answer me. "PRINCE VON HATZFELDT.

"To Major v. d. Knesebeck."

This letter was written and sent off, as the date shows, seven hours before the entry of the French. The intelligence concerning their army which it contained, is so trifling, that it could compromise no one; on the contrary, Prince Hatzfeldt was, from his situation, called upon to give all the information he could collect relative to the French, and this duty did not cease until they had entered Berlin, &c. *(Abridged from the Militair Wichenblatt, of 14th Nov.* 1829.)

AUSTRIA.

DESCRIPTION OF THE MILITARY BREEDING STUDS OF AUSTRIA.

The empire of Austria possesses six military breeding studs—Mezoehegyès, in Hungary, Radautz, in the Buckowine, Nemoschitz, in Bohemia, Ossiak, in Carinthia, and Biber, in Styria. In connection with these studs are seven depôts of stallions, and the united annual expense of both establishments amounts to half a million of florins (about 125,000*l.*) The administration of both is entirely military, and the whole is under the direction of Major-Gen. Count Henry de Hardegg. The stud of Mezoehegyès received the distinction of Imperial Stud for the Light Cavalry, from the Emperor Joseph, in 1785, and was at the same time charged with the rearing of young horses bought for that service. Previous to 1802, the principal stock consisted in Hungarian, Transylvanian, and Circassian horses, but in that and the following years, the establishment was increased by a considerable import of Mecklenburgh mares, Spanish stallions, and Moldavian horses of both descriptions.

Count de Bubna, the present Inspector's predecessor, conceived the project of increasing this establishment to such an extent, as to render its production alone sufficient to remount the whole Imperial cavalry; to accomplish which object, he made every cavalry regiment deliver so great a number of mares, that the equine population of the establishment soon amounted to 20,000. Unfortunately, however, for the Count's undertaking, 12,000 of the mares, whether worn out by the privations which they had undergone during the war, or by the long marches and want of care on their journey from the regiments, died between 1809 and 1814. These enormous losses nearly caused the ruin of the establishment, and it had fallen into general discredit, when the nomination of Count de Hardegg not only restored it to life, but caused a beneficial reform, both among the studs and depôts, which was soon evident. His exertions, and those

of Major Francis Tavera, and the officers under his orders, have now dissipated all apprehensions for the fate of the establishment. The system followed by these different studs and depôts is as follows. The studs are intended, first, to produce horses and mares sufficient to support the establishment itself by reproduction; and secondly, horses for the depôts. The different produce is divided into five classes; the first are producers; the second, horses fit for the depôts; third, those not suited for the depôts,—these are every year sold by auction as country sires; fourth, those fit to remount the cavalry; and fifth, those intended to be cast. The depôts of stallions were originally intended for the production of horses for the army alone; this object has, however, been far exceeded, and they now serve to benefit all the neighbouring provinces.

The establishment at Mezoehegyès is situated in a plain of 70,000 French acres in extent, which is separated into four principal divisions, and these are again subdivided. Each division is under the direction of a Squadron Chief, under whom is a Lieutenant, charged with the superintendence of a subdivision, near which he is obliged to live. The total number of horses, of all descriptions, at this establishment, amounted in the foregoing year to 2846.

In the purchase of stallions, efforts are made to procure those of the Lipitzan and Cladrup breeds. The Arabian and Norman horses, which the army brought from France in 1814 and 1815, have tended much to restore the establishment. The repeated purchases of Arabian horses and mares show that the Arab blood is adopted as the first principle of reproduction, and that by judicious selections in the crossing, a stronger and larger product than the original breed is obtained.

In the beginning of April the horses are turned into the pastures, receiving dry food if the grass is not sufficiently grown, and having the power of taking shelter from bad weather in sheds appropriated to that purpose; two *Csikos* (horse-keepers) are constantly in attendance upon each *rudel* (troop); one is always on horseback, and their horses are rarely unsaddled during summer. In winter the horses are all exercised twice a day, for two hours each time, at a walk. All the officers, and the greater part of the non-commissioned officers who are attached to the establishment, are taken from different cavalry regiments. Among the men, the Bohemians are considered the best grooms, the Hungarians the best *Csikos*, and the Hungarians and Poles the best horsemen. The officers of both studs and depôts are much favoured in point of pay; besides the regular pay of their rank, each has a comfortable house, and one and a half silver florins daily (about three and fourpence) extra; each soldier has nine kreutzers, (about fourpence half-penny) besides lodging and two pound of bread daily. They are all well clothed; those attached to the Hungarian studs wear the gray uniform of the Hussars, the others have uniforms of the same colour, with white pantaloons and hats; the *Csikos* wear long wide waistcoats of waterproof cloth, a large white cloak, a white pelisse, and high felt bonnets.

It is expected, that in the course of four years this establishment will contain a total of 4000 horses of different descriptions. (Abridged from the *Journal des Haras*, as copied into the *Bulletin des Sciences Militaires*, for September, 1829.

RUSSIA.

A new Corps, called the corps of Circassians, has just been incorporated into the Imperial Guard; the officers are all of noble family, and from the Caucasian provinces: the Emperor, accompanied by his young son, the hereditary Grand-Duke, lately reviewed this corps, which, from the singularity of its arms and dress, attracted crowds of the curious from St. Petersburg.

His Majesty has permitted the regiment of Finland riflemen also to form part of his guard; they will be placed in the young guard.

The central school of Civil and Military Engineers, established by the Emperor Paul at St. Petersburg, has just undergone a complete reorganization, and is henceforth destined to form officers of military engineers only, the professors being taken exclusively from officers of that corps. Those officers who have already obtained commissions, will be permitted to follow the course of instruc-

tion, retaining their pay; they will be allowed lodgings, and will not be required to fee the professors. Nobles and Commoners will be admitted without distinction, provided they are from fourteen to eighteen years of age, and have given proofs of good conduct and manners; the Cadets are to be entirely at the expence of the state.—*Spectateur Militaire*, November 1829.

MONUMENT TO ALEXANDER I.

It is the intention of the present Emperor of Russia to erect a monument to the late Emperor Alexander. It is to be a Doric pillar, resembling the column of Trajan at Rome: the shaft, formed of one block of red granite, is to be eighty-four feet high, and the whole monument, including the pedestal and the cross on the pillar, will be one hundred and fifty-four feet high, so that it will surpass any similar monument, ancient or modern.

The pedestal is to be covered with bronze, and adorned with ancient Russian arms, and Greek and Russian trophies, made out of cannon taken from the enemy; it will bear the simple inscription "*To Alexander I. by grateful Russia.*" It is expected to be finished in two years.—*Preussische Staats Zeitung*, Dec. 7.

COMPARATIVE STRENGTH OF THE DIFFERENT EUROPEAN POWERS.—The French have been complaining much of the relative inferiority of their military establishment with regard to the other European States, and the following details have received the authority of an almost official announcement.

	In 1780.		In 1828.		Peace Establishment.			War Establishment.		Time required to put the war establishment on the peace ditto.
	Extent.	Population	Extent.	Population	Regular Army.	Active Reserve.	Troop Horses.	Men.	Horses.	
France	10,000	20,000,000	10,086	32,026,544	235,000	—	29,299	402,727	86,417	one year.
Russia in Europe	70,000	36,000,000	75,154	47,820,900	610,000	—	120,000	1,004,000	unknown.	one year.
Prussia	3,977	7,000,000	5,208	11,369,629	100,000	400,000	37,000	500,000	70,000	2 months.
Austria	10,500	24,000,000	12,153	30,006,700	270,000	250,000	50,000	750,000	unknown.	4 months.

The expenses of the French army amount to £7,041,666 sterling, while that of the Prussian army are £3,250,000. The details of the French military establishment, as settled by the law of 1825, which is still in force, are as follow:—

	War Establishment.	Peace Establishment.	Effective Force.
Officers	19,500	18,823	17,268
Men	354,504	240,794	191,260
Total of the Line	374,004	259,617	208,528
Maison Militaire	1,843	—	—
Gendarmerie	14,987	14,987	14,987
Compagnies Sedentaires	5,666	5,666	5,666
Total	396,500	280,270	229,181
Horses — Officers	8,728	6,455	5,085
Horses — Cavalry	46,520	32,606	25,801
Horses — Draught	37,825	5,632	3,498
	93,073	44,783	34,984
Maison Militaire	1,436	1,436	1,436
Gendarmerie	10,838	10,838	10,838
Total	105,347	57,057	47,258

GENERAL CORRESPONDENCE.

TO THE EDITOR OF THE UNITED SERVICE JOURNAL.

Breaking the Line.

SIR,—I beg leave to inclose for insertion in your Journal, two extracts from the Memoirs of Richard Cumberland, relative to the statement of Sir Howard Douglas in your Nov. Number, wherein he claims for his Father the honour of having first suggested the decisive operation of breaking the enemy's line on the ever glorious 12th April, 1782.

Permit me to observe, that Sir Howard is rather late in the day in putting forth his Father's claim to this honour. As to the evidence with which he attempts to support it, I would remark, that he has placed his friends Capt. Dashwood and Sir Joseph Yorke in rather an awkward situation.

In conclusion, I will only say that I entirely concur in the sentiments quoted by Sir Howard from his Father's letters, "severely reprobating all assumptions, whether vain or just, of persons claimant of credit, which, if not sufficiently reported or acknowledged by the chief, should be deemed by the public to be derogatory to his honour."

I am, Sir, your obedient servant,

VINDEX.

Junior U. S. Club.

"It happened to me to be present, and sitting next to Admiral Rodney at table, when the thought seemed first to occur to him of breaking the French line, by passing through it in the heat of the action. It was at Lord George Germaine's house, at Stoneland, after dinner, when, having asked a number of questions about the manœuvring of columns, and the effect of charging with them on a line of infantry, he proceeded to arrange a parcel of cherry stones, which he had collected from the table, and forming them as two fleets drawn up in line, and opposed to each other, he at once arrested our attention, which had not been very generally engaged by his preparatory inquiries, by declaring he was determined so to pierce the enemy's line of battle, (arranging his manœuvre at the same time on the table,) if ever it was his fortune to bring them into action. I dare say this passed with some as mere rhapsody, and all seemed to regard it as a very perilous and doubtful experiment; but landsmen's doubts and difficulties made no impression on the Admiral, who, having seized the idea, held it fast, and in his eager animated way, went on manœuvring his cherry stones, and throwing his enemy's representatives into such utter confusion, that, already possessed of that victory in imagination which in reality he lived to gain, he concluded his process, by swearing, he would lay the French Admiral's flag at his Sovereign's feet, a promise which he actually pledged to his Majesty in his closet, and faithfully and gloriously performed."

"That he carried this projected manœuvre into operation, and that the effect of it was successfully decisive, all the world knows. My friend Sir Charles Douglas, Captain of the Fleet, confessed to me that he himself had been adverse to the experiment, and, in discussing it with the Admiral, had stated his objections; to these he got no other answer, but that 'his counsel was not called for; he required obedience only, he did not want advice.' Sir Charles also told me, that whilst the project was in operation, (the battle then raging,) his own attention being occupied by the gallant defence made by the French Glorieux against the ships that were pouring their fire into her, upon his crying out, 'Behold, Sir George, the Greeks and Trojans contending for the body of Patroclus!" the Admiral then pacing the quarter-deck in great agitation, pending the experiment of his manœuvre, (which in the instance of one ship had unavoidably miscarried,) peevishly exclaimed, 'D—n the Greeks and d—n the Trojans; I have other things to think of.' When in a few minutes after, his supporting ship having led through the French line in a gallant style, turning with a smile of joy to Sir Charles Douglas, he cried out, "Now, my dear friend, I am at the

service of your Greeks and Trojans, and the whole of Homer's Iliad, or as much of it as you please, for the enemy is in confusion, and our victory is secure.' This anecdote, correctly as I relate it, I had from that gallant officer, untimely lost to his country, whose candour scorned to rob his Admiral of one leaf of his laurels, and who disclaiming all share in the manœuvre, nay, confessing he had objected to it, did, in the most pointed and decided terms, again and again repeat his honourable attestation of the courage and conduct of his commanding officer on that memorable day."—*Memoirs of Richard Cumberland. London.* 1807. *Vol.* 1. *page* 407.

*** Referring to the article in the Naval Chronicle, vol. 25, quoted by Sir Howard Douglas (see our Number, for Nov. page 564), it is clear that he was not ignorant of the extracts from the Memoirs of Mr. Cumberland, with which Vindex has favoured us. Sir Howard has distinctly adverted to these, as well as to other traditional circumstances, in a manner which satisfactorily explains them, where he tells us, that his Father never could be prevailed on to claim more than Sir George Rodney had publicly given him.—" that there are many persons still living who remember well the delicacy with which his Father waved this subject when pressed or complimented on it;"—" that he never would accept, when so complimented, greater share in the honours of that day than had been officially given to him;" and that " these high principled sentiments are beautifully and strongly expressed in several of his Father's letters."

It appears to us, there could be no medium line of conduct for Sir Charles to pursue: acting on the just and proper principle of devolving the whole credit on his chief, and " scorning," as Mr. Cumberland says, " to rob him of one leaf of laurel, but that of attributing to him the *whole merit* of the brilliant achievement. We have always thought that there is nothing in Mr. Cumberland's account but what necessarily arose from the determination which Sir Charles Douglas had adopted at that time, not to say or admit any thing to disturb, in the slightest degree, the current of public applause, and consequently to disclaim publicly all share in the manœuvre.

But the statement now put forth leads us, beyond all such traditional and conversational circumstances, to the facts of the case as brought forward by Sir Howard; and these are not only proved by the testimony of persons now living, who were actually present on the occasion, and saw and heard what passed, but are, moreover, corroborated by the actual circumstances of the operation; pronounced to be correct by several other highly distinguished officers who were present in the action, and all these confirmative of what has been, previously to Sir Howard's Statement, asserted by one of our best naval historians, upon yet fuller evidence, for some of *his* informants are not now alive. Upon these facts the case must rest, unless they can be disproved or discredited.

Nor do we think that Sir Howard Douglas has deviated essentially from that principle of conduct which his distinguished parent observed, for, as Sir Howard says, the question lies not between the chief and his captain of the fleet; but whether the *act* would have been done at all, had not the work of Mr. Clerk been published and studied by these great officers. In the course of this investigation Sir Howard proves incontestably, that the suggestion came from his Father in the heat of action, but with great good sense devolves the whole merit of the *act* upon Lord Rodney himself. And this, in our opinion, is honourably and judiciously done, because, let the idea or suggestion come to a commander-in-chief from what quarter it may, the merit of *acting* upon it must attach wholly and solely to that officer, upon whom falls all the responsibility to which such an act may give rise. To him must be given all the merit, in the event of success, as upon him must fall all the blame, in case of failure. Thus, Sir Howard Douglas says, " Sir George Rodney determined most gallantly, and with true greatness of mind, to adopt the advice of the Captain of the Fleet;" and we confess, that whilst a great service is done to historical truth and to professional merit by the statement of these interesting facts, there is positively nothing de-

rogatory to Lord Rodney's reputation or services, unless it be contended that a chief should never listen to any advice or suggestions that may be offered in a moment of peculiar difficulty and promise by his chief executive assistant.

Another Correspondent, A. C. C. seems to think that the deduction he draws from Mr. Cumberland's Memoirs, conflicts only with the evidence of Sir Charles Dashwood; but we must remark, that Sir Joseph Yorke completely corroborates the testimony of Sir George Rodney's other aide-de-camp. Some part of the "notes written at the time" by Sir Joseph Yorke have been left out in the Statement, but enough is shown to establish the *fact*, that the suggestion came from Sir Charles Douglas in a proper, respectful manner; and we repeat that, unless these and other evidences, positive as well as circumstantial, be disproved or discredited, *the case is settled*; and no traditional circumstances, unsupported by fresh facts, can be admitted to shake the case which Sir Howard's Statement has so clearly made out.

Indian Army.

Sir,—I apprehend the "Old Mulleegatawny," in your last Number, must have sipped his *pepper-water** on Choultry Plain, in the *last century*, and have been reposing since on his bed of laurels, or roses, on the banks of the Thames; for no such allowances, or any equivalent for them, have been known in Bengal within the *present century*, or at least not since the year 1801, as, he has stated to exist at present. Our double full batta, formerly received in the Upper Provinces, was abolished by the regulations of 1796; but an allowance in lieu thereof was, by the local government of that day, continued under the head of "Vizier's allowance," or additional full batta, to the officers serving in the Vizier's dominions until 1801, when Lord Wellesley's government abolished that allowance, and granted full batta at all the stations of the army, in lieu of half batta and *quarters supplied* by government at those stations where half batta and *no quarters*, but a contracted scale of house-rent in lieu of quarters, and watermen and sweepers, formerly furnished by the government, is now prescribed. There is much reason to believe that this *equalization* propensity, which has been pulling down the Bengal allowances, in many ways, since the commotions (to use no stronger term) in the Madras army in 1808-9, may still exercise a very sinister influence in the Divan of the twenty-four kings.

Lord Combermere, in the generous spirit of true nobility, has said to his present superior in office, Lord W. Bentinck, if the principle of equalization must be enforced, raise the inferior to the superior level, since the latter is no more than is indispensably necessary for the comfort, health, and efficiency of the officers.

But in fact there is very little or no such discrepancy in the allowances of officers, since, by the Court's orders of 1823, the regimental allowances at *all the presidencies* were equalized. The only sense, therefore, in which any difference may exist, is not in the *scale* or *amount* of allowances, since, where full batta is allowed, all receive the same rate; but that there are still some, perhaps several of the home stations and garrisons, and in Madras and Bombay, where the officers receive only half batta, but therewith, have either quarters found them by Government, or house-rent in lieu thereof, as now prescribed for the named stations in Bengal.† In a spirit of just and equitable legislation, the

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* I believe the derivation of this term is from Mulleega, *pepper*, (perhaps the Cayenne, or red Pepper) and tawny, *water*; and the improved good mess, with the aid of a good old cock, or piece of beef, known to Orientals as mulleegatawny, is from the poorer mess of the natives, who in failure of better fare, add a little pepper, turmeric, &c. to render their rice somewhat more palatable.

† The abolition of which system in 1801, by the grant of full batta in lieu of quarters, produced a great saving of expense to Government.—*See Lieut.-Col. Baker's Memorial.*

present question or measure ought, I apprehend, to be decided by its own bearings, or merits, founded on the necessity of economy, which is the professed object:—First, if such deduction of the cause can be made in the allowances of officers consistently with all the circumstances of their situation, and the good of the service: and Secondly, supposing this to be decided in the affirmative, but which has been negatived by the noble-minded and illustrious Lord Hastings and his successors down to the present time, whether it is consistent with those principles to make the reduction applicable to those officers now in the service, who have been progressively in the receipt of it since 1801, (nearly the third of a century,) or if needs must, whether it should not have only prospective operation, as the scale on which officers will enter the service henceforward.

ΔΔ.

Naval Surveys.

Sir,—Some months having elapsed since the return of his Majesty's ship Blossom from her voyage to the Great Ocean, and not having cast my eyes upon any advertisement announcing the publication of Capt. Beechy's narrative; I shall feel obliged to any of your readers to inform me, if we are soon to be gratified by the appearance, in print, of the enterprising Captain's account of his voyage?

I think there can be no existing cause to prevent the public from enjoying the gratification of ideally sailing over the wide expanse of ocean traversed by our navigators, and of participating in their pleasures and toils during so long and so varied a voyage.

Some disappointment, I recollect, was manifested at the keeping back the account of Capt. Buchan's Polar trip, the reason, probably, of which was, the short time of absence, and the paucity of materials to form a work from; however, when the public money is employed for the furtherance of science, the public consider it as a matter of right, that the account of the transactions which occur on such occasions should be published, at least as a courteous return for the expenditure of its money.

Whilst on the interesting subject of discovery, I cannot help reflecting on the long probation to which meritorious Commanders on surveys are subject, before the just reward of their arduous services is awarded them. This reflection, Sir, came to my mind forcibly the other day on meeting with a godfather of Capt. Parker King, who has been a Commander *eight* years! and has been most industriously employed, as is well known by his surveys at New Holland, for a series of years. I never had the pleasure of seeing Capt. King, nor am I acquainted with any part of his family; but I have heard him spoken of, by an officer of the Navy, who met him at Rio Janeiro, in the highest possible terms as an officer and a gentleman, and in this sentiment, he assured me, all who knew him there, concurred.

In mentioning the names of those truly useful officers who have so well merited the thanks and gratitude of this maritime kingdom by their surveys, you omitted to name one, who has rendered much service in that line by his labours on the coast of Labrador, I mean, Mr. Holbrook, Master and Surveyor in the Navy; this gentleman was, for many years, Master of Sir J. T. Duckworth's flag ship, and deservedly esteemed by that gallant Admiral, as indeed he is so universally: Mr. H. is a Cambrian, and is truly an admirable specimen of an ancient Briton.

I will just speak of another officer of whom I have heard: Mr. T. Elson, Master of his Majesty's ship Madagascar, who, I am told, as an officer and seaman, is, one of the cleverest men in the service.

Anselm.

Savings Banks.

SIR,—There is no act of the late Mr. Rose which has impressed upon the minds of his fellow countrymen an opinion of his sagacity and political wisdom more than the establishment of Savings Banks, which originated with him; and I have no doubt it was his intention and desire, that the members of the naval profession, (of which he himself was at one time a member) whose incomes were limited, should have the benefit of the institution: indeed, until the late alterations in the rules, they fully participated in the advantage arising from deposits placed in these banks; but since the new rules have come into operation, officers either of the Army or Navy are excluded.

According to the 21st class of persons admitted to the benefits of the institution, it appears that those who are not engaged in business, and having an income not exceeding one hundred pounds per annum, are eligible; yet a friend of mine, a Lieutenant in the Navy, on presenting himself at a Savings Bank for the purpose of depositing some money, (which he had often done at the same bank before the alteration in the rules) was informed that he could not do so, as he appearing to be a gentleman, did not come under the denomination of those persons admitted to the benefit of the institution. Now, Sir, as you are a friend to the two services, it is hoped that you will, as Editor of the United Service Journal, advocate their cause, as connected with the above subject; and sure I am that it only requires to be placed in a proper light before those who have the power to do justice to that class of his Majesty's dutiful subjects, to be set right.

According to the 12th, 16th, and 17th classes of admitted persons, travellers, clerks, shopmen, and warehousemen, revenue officers, clergymen, and dissenting ministers, masters of day-schools, and teachers, "whose income does not exceed one hundred and fifty pounds per annum," are permitted to make deposits; yet Naval and Military officers, with incomes under that sum, are excluded! We may ask, have their services to the state been so unimportant, as not to entitle them to the same indulgences as the above classes of his Majesty's subjects?

JUSTICIA.

Minor Punishments in the Army.

MR. EDITOR,—I was so fortunate as not to pass unnoticed a letter signed Y. A. in your Number for August, which induced me to refer back to your June Number for the former letter from the same writer, which had escaped my previous observation.

The subject upon which those letters treat, is of such vital importance to every officer who is likely to have any command, (even though it should be only that of a detachment for a short period,) and involves so deeply the feelings and characters of the officers of the army generally, that for the sake of promoting the important object which the writer seems to have had in view, I am induced to urge you most earnestly to republish both those letters together in the first Number of your next Volume.

I have the honour to remain, Sir,
Your most obedient humble servant,
O. R.

Malta, 20th Oct. 1829.

*** We should have great pleasure in complying with the suggestion of our Correspondent O. R. could we afford the space requisite for the republication of the sensible letters referred to; O. R.'s remarks, will, however, have the effect of calling attention to them, and of pointing out their situation in our pages. A reference to the Circular of the 22d of Dec. 1829, inserted in our present Number, will prove that the subject in question has not escaped the pervading attention of the highest authority.

Second Masters in the Navy.

Sir,—It is very surprising that, although there are some regulations in the Naval Service so extremely absurd that their revision and correction are, in the almost general opinion of its officers, indispensably requisite, so little attention is paid to them in the proper quarter. It happens that, by one of the worst regulations ever adopted by the Admiralty, we have now two distinct classes of executives on board his Majesty's ships; one, entering the first class, which after six years' service becomes eligible for the rank of Lieutenant; the other, or second class, eligible, after five years, for the situation of Second Master. Now, what I want to point out as so peculiarly absurd is, that although, by the Naval instructions, all Masters, of whatever standing, rank with the Junior Lieutenants in the navy, the Second Master (the grade immediately below Master) takes precedence of all Mates—the class of officers who have passed their examination for Lieutenants, and therefore proved themselves eligible to command all Masters, for which situation these Second Masters have probably not yet passed *their* examination. Perhaps you, Sir, or some of your correspondents, can inform me why a man, after five years' service, is better able to take command of a ship, than one who has served six, or sixteen, or nineteen,—for, I blush to say, it is no uncommon thing to meet gentlemen of such long standing, and of unblemished character, (some who have fought, and been even wounded in the last war,) serving actually under the command of one of these stripling Second Masters, of scarcely six years' standing in the navy, and some from the Merchant Service of still less. It has been sometimes urged that Second Masters are generally older sailors, and more experienced than Mates; but this is almost impossible; for the scarcity of efficient Masters is such, that there are at present many acting Masters even on the home stations, and, if a Second Master is worth a rope-yarn, he is never long without an acting-order or promotion. If, Sir, you think it worth while to insert this effort of mine to correct an abuse which has existed some time, I will next month trouble you with a few more remarks on this class of Masters, which you will find, in a great measure, to agree with general opinion.

I am, Sir,
Your obedient humble servant,

London, October 7th, 1829. Observator.

Chronometers.

Sir,—I readily acknowledge, that I was not aware of the arrangement relative to the supply of chronometers, mentioned in your number for November, by Veritas; it is everything that can be desired. But a few years since, and of course I conceive prior to its having taken place, a vessel I commissioned was supplied with one, by the Agent resident at the sea-port, of one of the principal London makers, and this called my attention to the subject. Veritas mistakes me, if he thinks I am actuated by a spirit of cavil or complaint; it is rather by a desire to add my mite to the public weal,—our duty one and all.

Your obedient servant,

F.

Macintosh's Water-proof Cloth.

Sir,—In the Eleventh Number of your valuable periodical publication, we observe in the notice of Mr. Cow's "Remarks on the fitting of Boats, &c." flattering mention made of our Patent Water-proof Cloth; but you express an opinion, that "the Indian Rubber being dissolved in spirits of turpentine, becomes highly inflammable." Such an observation, from a quarter possessing the authority of your Journal, may have a tendency to excite a prejudice against the article, and we therefore take an early opportunity of assuring you that it is

essential to the efficacy of the manufacturer, whether for resisting wet or retaining air, that the solvent be entirely evaporated befor the water-proof or air-tight fabrics are used, and that their spontaneous ignition is not to be apprehended under any circumstances. We have the honour to be, Sir,

Your very humble servant,

C. MACINTOSH & Co.

P.S. Naptha is exclusively used for the articles manufactured here.

Manchester, 12th Dec. 1829.

Pensions to Widows of Naval Officers.

SIR,—Having just noticed the amount of Pension granted to the Widow of the late Capt. Bathurst, I am led to ask, why the same allowance has not been made to her as that usually given to Widows of Officers of the corresponding rank? A reference to the list of Pensions will at once show the difference between this grant, and that which the widows of *Brigadier-Generals* who have fallen at the head of their brigades have received; for it must be recollected that the late lamented Captain of the Genoa bore a Commodore's pendant at the moment he fell, and as such ranked as Brigadier-General. Independent of which, he had been above twenty-five years of the rank of *full Colonel*, and was nearly at the top of the list of Post-Captains; and farther, that he was the second in command of the British squadron. Far be it from my intention to complain of the amount bestowed on our brave military defenders; but it would be but just that the same liberal remuneration should extend to those of Naval men who lose their lives in action against the enemy. It is my humble opinion that the widows and children of officers, of all ranks, who fall in the field of battle, should be entitled to the same pension as their husbands would have received, had they survived the contest with the loss of a limb only. More than a century ago, the widow of a captain of a frigate,* who fell in action with a frigate of France, had £500 a year granted to her and £50 to each of her daughters! It rarely occurs that our admirals and captains breathe their last on the deck where they have so heroically commanded, but when this event does take place, I am confident that their country would cheerfully make ample provision for their families, and thus afford them real consolation.

Employment of Half-pay Officers on the Recruiting Service.

Sir,—It has long been a desideratum with the powers that be, to economize; I, therefore, taking you for a channel through which ideas may be conveyed to the above powers, beg you to insert the following, in hopes that it may come before them, as I think it a feasible plan, and wonder it has not occurred to others as well as to myself.

On looking over the Army List, I perceive no less than forty regimental officers employed on the recruiting service, in different parts of England, Ireland, and Scotland: now, it strikes me forcibly, that half-pay Officers could perform this duty full as well, and many would be happy to do it, and be content with the allowances at present granted, in addition to their half-pay, by which means the duties of so many Officers would be saved to their respective regiments, and some of the dead weight employed without any additional expense to the nation; at the same time adding something to the comfort of the half-pay, as he would get an allowance for lodging, fuel, and what is generally allowed for recruits, &c.

Your obedient servant,

ARTILLERO.

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* Capt. Courtenay (I believe of the Boston).

"J. M." on Albuera.

*** Our correspondent "J. M." in his otherwise intelligent letter on Albuera, inserted at page 626 of our November number, has committed an error in stating that Gen. Houghton's brigade was "overthrown" on that occasion by a charge of French cavalry. On the contrary, that brigade maintained its ground throughout the day with a rare intrepidity and tremendous loss. "J. M's" conclusions should have been drawn from the surprise by the Polish Lancers of the troops composing the First Brigade of Gen. Stewart's division, which had advanced in the first instance to the assistance of the Spaniards, and who were nobly supported and relieved by the Second Brigade under Gen. Houghton. In other respects the inferences of "J. M." are ingenious. We have reason to know that Col. Napier agrees with his commentator "J. M." in the argument of the latter, that the French commanders generally were ignorant of the "*grandes operations*," or highest order of tactics; but the gallant Colonel's criticisms, it would appear, pledge him no farther than the occasion which calls them forth. If he has found little fault with Ney, Victor, and Soult, he has, we admit, condemned Junot, Dupont, and Duhesme, with no sparing hand—we shall see by and by how he handles Soult on the occasion in question. We believe Col. Napier's principle to be simply this—that battles are won by men in a bundle not in buckram—but we do not pledge ourselves to the axiom, though successfully illustrated by the victories of Napoleon. We shall be happy to hear again from "J. M."

THE EDITOR'S PORTFOLIO.

United Service Museum.—We are authorized to announce that a meeting, composed of Officers of both Services, was held on the 16th Dec. at No. 4, Regent Street, to adopt measures for the establishment of a United Service Museum. Major-Gen. Sir Howard Douglas presided; and Sir Herbert Taylor, having, as First Aide-de-Camp of the King, announced his Majesty's most gracious and entire approbation of such an Institution, resolutions were unanimously entered into for carrying the project into effect. These proceedings not being yet in a shape sufficiently complete for publication, we can only at present state, generally, that the scale of subscriptions adopted is as follows:—

	£	*s.*	*d.*
For Officers of both Services under the rank of Captain in the Army per annum	0	10	0
Ranking as Captain	0	15	0
Field Officers and Colonels, with the corresponding ranks in the Navy	1	0	0
Officers above the rank of Colonel	2	0	0

A Provisional Committee was formed, of which Sir Howard Douglas consented to act as Chairman, and Commander Henry Downes, R.N. having been appointed Secretary, and empowered to receive subscriptions, the Officers present individually subscribed according to the above scale, and the Secretary will continue to receive subscriptions and contributions, at his apartments, No. 4, Regent Street. Thanks were voted to the Chairman, to Sir Herbert Taylor, and to Capt. Smyth and Commander Downes, R.N. who had liberally contributed their private Collections to the Museum.

Another meeting, of which due notice will be given, for the definitive organization of the United Service Museum is proposed to be held in the present month; and the resolutions and arrangements, when complete, will be published at length in the United Service Journal.

Newly discovered Rock in the West Indies.—A dangerous rock has been lately found in the Silver Kay Passage (one of the Windward Passages) which, although lying in so frequented a part, appears hitherto to have eluded discovery.

A merchant brig, the Augusta, from Port Plate (in Cuba) to Liverpool, struck on it, and received so much damage as caused her to be condemned in consequence. The Master states it to lie fifteen miles N.W. of the Silver Kays, which will place it in Lat. 20° 41′ N. and Long. 70° 10′ W. nearly in the middle of the channel.

It is worthy of remark that some old Spanish charts notice some rocks nearly in the above situation, under the name of the "Three Kays;" but from some neglect, and lapse of time, they seem to have altogether escaped the notice of chart-makers.

ENTRANCE OF THE THAMES.—Sholtenden Windmill, on the Coast of Kent, a very valuable mark in the navigation of the entrance of the River Thames, has been reported by the Trinity House to be taking down. It is with much satisfaction we are enabled to announce that it will be immediately rebuilt.

COAST OF THE UNITED STATES.—The Light-vessel formerly stationed off New York, is now moored off the Capes of DELAWARE, on the S.W. edge of the five fathom bank, in seven and a-half fathoms water; Cape May Lighthouse bearing N. 69° 30′ W. distant fifteen and a-quarter miles; the centre of the shoalest ground on which is found fourteen feet water, bears N. 28° E. from the Light-vessel distant two and three-quarters miles. It extends N. by E. ½ E. and S. by W. ½ W. three-quarters of a mile; and is half-a-mile in breadth, and very bold on its eastern edge, as there are twelve fathoms half-a-mile to the eastward of the shoal-water. Vessels coming from the northward should not run for the Light-vessel while bearing between N. 14° E. and N. 41° E. In a S.E. direction, three-quarters of a mile from the Light-vessel, there are five fathoms water.

SIEGE OF BHURTPORE.—Captain Creighton, of the 11th Light Dragoons, has just published a Narrative of the Siege and Capture of Bhurtpore, at which he had himself the good fortune to be present and personally distinguished. It is an interesting and complete account; and we only await some expected details of operations connected with the siege to notice the subject more at length.

HONORARY DISTINCTIONS.—Abstract of officers to whom his Majesty has granted honorary distinctions, (crosses, medals, and clasps,) in commemoration of their services, in various battles or actions, from Maida, 1806, to Toulouse, 1814.

	In the service, employed, or on half-pay, 1st of July, 1828.	Retired, but their names remain in the Army List.	Killed in Action.	Died.	Cashiered.	Retired.	Total.
Field-Marshal	1	—	—	—	—	—	1
Generals	12	—	—	3	—	—	15
Lieut.-Generals	52	1	1	15	—	—	69
Major-Generals	71	2	6	22	—	—	101
Colonels	66	12	4	22	—	—	104
Lieut.-Colonels	108	23	4	44	1	39	219
Majors	26	—	9	18	—	13	66
Captains	14	—	—	1	—	2	17
Lieutenants	1	—	1	2	—	—	4
Total	351	38	25	127	1	54	596

☞NOTE.—Many officers to whom these distinctions were appropriate, for some of the earliest actions, died, or were killed in other actions, before the general arrangement was made for conferring the distinctions, and are not included above.

A SECULAR DIARY OF THE NINETEENTH CENTURY.

[This ingenious Diary, drawn up by an Officer, may, from its condensed form, prove useful for reference to professional men.]

YEARS.	Jan. 31	Feb. 28	Mar. 31	April 30	May 31	June 30	July 31	Aug. 31	Sept. 30	Oct. 31	Nov. 30	Dec. 31	YEARS.
1801 1807 1818 1829 1835 1846	4	7	7	3	5	1	3	6	2	4	7	2	1857 1863 1874 1885 1891
1802 1813 1819 1830 1841 1847	5	1	1	4	6	2	4	7	3	5	1	3	1858 1869 1875 1886 1897
1803 1814 1825 1831 1842	6	2	2	5	7	3	5	1	4	6	2	4	1853 1859 1870 1881 1887 1898
1805 1811 1822 1833 1839	2	5	5	1	3	6	1	4	7	2	5	7	1850 1861 1867 1878 1889 1895
1806 1817 1823 1834 1845	3	6	6	2	4	7	2	5	1	3	6	1	1851 1862 1873 1879 1890
1809 1815 1826 1837 1843	7	3	3	6	1	4	6	2	5	7	3	5	1854 1865 1871 1882 1893 1899
1810 1821 1827 1838 1849	1	4	4	7	2	5	7	3	6	1	4	6	1855 1866 1877 1883 1894
LEAP YEARS.	31	29	31	30	31	30	31	31	30	31	30	31	LEAP YEARS.
1804 * 1832	7	3	4	7	2	5	7	*3	6	1	4	6	1860 1888
1808 1836	5	1	2	5	7	3	5	1	4	6	2	4	1864 1892
1812 1840	3	6	7	3	5	1	3	6	2	4	7	2	1868 1896
1816 1844	1	4	5	1	3	6	1	4	7	2	5	7	1872 1900
1820 1848	6	2	3	6	1	4	6	2	5	7	3	5	1876
1824	4	7	1	4	6	2	4	7	3	5	1	3	1852 1880
1828	2	5	6	2	4	7	2	5	1	3	6	1	1856 1884

1.	2.	3.	4.	5.	6.	7.
Monday 1	Tuesday 1	Wednesd. 1	Thursday 1	Friday 1	Saturday 1	SUNDAY 1
Tuesday 2	Wednesd. 2	Thursday 2	Friday 2	Saturday 2	SUNDAY 2	Monday 2
Wednesd. 3	Thursday 3	Friday 3	Saturday 3	SUNDAY 3	Monday 3	Tuesday 3
Thursday 4	Friday 4	Saturday 4	SUNDAY 4	Monday 4	Tuesday 4	Wednesd. 4
Friday 5	Saturday 5	SUNDAY 5	Monday 5	Tuesday 5	Wednesd. 5	Thursday 5
Saturday 6	SUNDAY 6	Monday 6	Tuesday 6	Wednesd. 6	Thursday 6	Friday 6
SUNDAY 7	Monday 7	Tuesday 7	Wednesd. 7	Thursday 7	Friday 7	Saturday 7
Monday 8	Tuesday 8	Wednesd. 8	Thursday 8	Friday 8	Saturday 8	SUNDAY 8
Tuesday 9	Wednesd. 9	Thursday 9	Friday 9	Saturday 9	SUNDAY 9	Monday 9
Wednesd. 10	Thursday 10	Friday 10	Saturday 10	SUNDAY 10	Monday 10	Tuesday 10
Thursday 11	Friday 11	Saturday 11	SUNDAY 11	Monday 11	Tuesday 11	Wednesd. 11
Friday 12	Saturday 12	SUNDAY 12	Monday 12	Tuesday 12	Wednesd. 12	Thursday 12
Saturday 13	SUNDAY 13	Monday 13	Tuesday 13	Wednesd. 13	Thursday 13	Friday 13
SUNDAY 14	Monday 14	Tuesday 14	Wednesd. 14	Thursday 14	Friday 14	Saturday 14
Monday 15	Tuesday 15	Wednesd. 15	Thursday 15	Friday 15	Saturday 15	SUNDAY 15
Tuesday 16	Wednesd. 16	Thursday 16	Friday 16	Saturday 16	SUNDAY 16	Monday 16
Wednesd. 17	Thursday 17	Friday 17	Saturday 17	SUNDAY 17	Monday 17	Tuesday 17
Thursday 18	Friday 18	Saturday 18	SUNDAY 18	Monday 18	Tuesday 18	Wednesd. 18
Friday 19	Saturday 19	SUNDAY 19	Monday 19	Tuesday 19	Wednesd. 19	Thursday 19
Saturday 20	SUNDAY 20	Monday 20	Tuesday 20	Wednesd. 20	Thursday 20	Friday 20
SUNDAY 21	Monday 21	Tuesday 21	Wednesd. 21	Thursday 21	Friday 21	Saturday 21
Monday 22	Tuesday 22	Wednesd. 22	Thursday 22	Friday 22	Saturday 22	SUNDA 22
Tuesday 23	Wednesd. 23	Thursday 23	Friday 23	Saturday 23	SUNDAY 23	Monday 23
Wednesd. 24	Thursday 24	Friday 24	Saturday 24	SUNDAY 24	Monday 24	Tuesday 2
Thursday 25	Friday 25	Saturday 25	SUNDAY 25	Monday 25	Tuesday 25	Wednesd. 25
Friday 26	Saturday 26	SUNDAY 26	Monday 26	Tuesday 26	Wednesd. 26	Thursday 26
Saturday 27	SUNDAY 27	Monday 27	Tuesday 27	Wednes. 27	Thursday 27	Friday 27
SUNDAY 28	Monday 28	Tuesday 28	Wednesd. 28	Thursday 28	Friday 28	Saturday 28
Monday 29	Tuesday 29	Wednesd. 29	Thursday 29	Friday 29	Saturday 29	SUNDAY 29
Tuesday 30	Wednesd. 30	Thursday 30	Friday 30	Saturday 30	SUNDAY 30	Monday 30
Wednesd. 31	Thursday 31	Friday 31	Saturday 31	SUNDAY 31	Monday 31	Tuesday 31

EXPLANATION.—To ascertain any day, in any year of the present Century, first look in the Table of Years for the Year you wish for, and under the Months are the figures which refer to the corresponding figures at the head of the Column of Days, for the whole Month.—*For Example*, To know what day the 16th of August will be on in the Year 1832, in the Table of LEAP YEARS you will find the Year * 1832, and under AUGUST the figure (3) which directs you to Column (3), in which you will perceive August 16th to be on *Thursday*.

THE PENINSULAR MELODIES.—From the specimens we have seen and heard of this interesting Collection, which is on the eve of publication, we are prepared to assure its Subscribers that the promise held out in its Prospectus will be fully realized. The idea was an admirable one, and its execution, as far as we can judge, will meet the most sanguine expectations of those to whom romantic music is dear, and the word "Peninsula" a talisman of stirring associations. We may take this opportunity of correcting an omission with respect to the "Spanish National Song," inserted in our December number. It should have been observed that this spirited and Poetical Hymn was intended to form part of the "Peninsular Melodies," —so, we hope, will "Riego's Hymn," of a similar character, inserted in a previous number. There was a trifling error in the printing of the "National Song;" the third stanza should run thus:—

"The voice of our country
Is loud in despair;
She calls to her children—
She summons to 'War!'"

DR. LARDNER'S CABINET CYCLOPÆDIA.—HISTORY OF SCOTLAND.—The extreme utility of a design such as that contemplated in the Work, of which the first specimen is before us, is too obvious as well as generally admitted to require any extended comment from us:—The question is only as to the comparative efficiency of its execution—and here we have no hesitation in offering our unqualified testimony to the able and popular performance of the History of Scotland, by Sir Walter Scott, which forms the first portion of the undertaking. This important work is in most capable hands, and we shall look forward with well-founded expectation to the progressive birth of the series.

THE FAMILY CLASSICAL LIBRARY.—Whatever Mr. Valpy undertakes is well conceived and ably executed. The "Family Classical Library" is precisely such a work as might have been expected to originate with our most eminent classical printer and proprietor; and is calculated to constitute an extremely useful companion to the other popular publications on a similar plan in different branches of knowledge. In the present work, it is proposed to give a series of the most approved Translations of the principal Greek and Latin Authors, and the First Volume, now before us, contains a portion of the Orations of Demosthenes, as translated by Dr. Leland, and preceded by a Biographical Sketch of the Athenian Orator. The work is beautifully printed, well arranged, and in a very neat and convenient form.

THE COMPANION TO THE ALMANACK.—We can recommend this volume, as perfectly adapted to its object. It furnishes, in a compressed form, a great mass of appropriate and useful information; comprehending also some matters, which are even curious and scientific

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GENERAL ORDERS, CIRCULARS, &c.

TO THE ARMY.

CIRCULAR.

Horse Guards, Sept. 24th, 1829.

MEMORANDUM.—With reference to Article 16th of the Regulations of the 8th of December last, for the Service and Reserve Companies of Regiments on Foreign Stations, the General Commanding-in-Chief is pleased to direct, that the Regiments serving in Tropical Climates, shall not enlist any Recruits under the age of twenty years; and that, in consideration of such restriction as to age, those regiments (excepting the Cavalry) shall be permitted to take recruits of the height of five feet six inches, being one inch under the general standard.

An extract of the article above alluded to regarding the selection of men to be sent out to regiments in tropical climates is annexed; and Commanding Officers of Regiments and Depôts, and Officers employed on the Recruiting Service, are enjoined to use the utmost vigilance in judging the age of such recruits as offer themselves, so as to prevent the introduction into the service of any under the prescribed age.

By General Lord Hill's command,
H. TAYLOR, Adjt.-Gen.

Extract from the Regulations for the command, general superintendence, and management of the Reserve Companies of Regiments on Foreign Stations, dated Horse Guards, 8th December 1828:—

"In the selection of men to complete the service companies, and more especially those stationed in hot climates, attention must be paid to the age and constitution of the individuals, so that the draft may consist, as far as possible, of the oldest and most seasoned recruits, and, therefore, best qualified to bear the effects of a change of climate. The opinion of the Medical Officer must, of course, be consulted in the selection."

BILLETING OF SOLDIERS.

War Office, 26th Oct. 1829.

Gentlemen,—Having read with attention the Memorial of the Innkeepers of the City of Chester, addressed to Lord Hill, and referred by his Lordship for my consideration. I find, upon consulting the legal opinions that have been formerly given upon the billeting of officers and soldiers, and those very recently taken upon the same subject, that they all agree in maintaining that the innkeeper is bound to provide accommodation in his own house for the officers and men quartered upon him, and that he does not exempt himself from the penalties of the 61st clause of the Mutiny Act in finding proper lodgings elsewhere, or by the payment of any sum in commutation for his liability to provide what the law directs on this head.

Upon the right of the officers and men to claim what they have demanded there can be no doubt, as their claim is in conformity with the intention of the Legislature, and the established usage of the service; and it might occasion embarrassment if it were left to the option of the innkeeper to decide upon what description of lodging should be considered a proper substitution of accommodation for the officers of his Majesty's service; although there can be no objection to make such arrangements, either for the officer or the soldier, provided the option be left with the military, who, having a legal right, can alone decide whether they can with propriety forego that right; and I, therefore, cannot consent to qualify or abridge their right, however anxious I may be that good feeling, and a disposition to act courteously towards the civil portion of the community, should at all times characterise the British officer and soldier.

I am, Gentlemen,
Your most obedient, humble servant,
H. Hardinge.

To the Mayor and Magistrates
of the City of Chester.

CIRCULAR.

War-Office, 21st Nov. 1829.

Sir,—The King having been graciously pleased to direct, that the several rules, and orders, under which pensions and allowances are granted on account of wounds received in action, should be consolidated and amended, and that certain additional regulations relative thereto shall be established, I have the honour to transmit for the information and guidance of the officers under your command, a copy of the amended regulation, and have the satisfaction to acquaint you, that his Majesty has directed, that in all cases in which officers now on the pension list, shall, during periods of not less than five years, have been in receipt of pensions for wounds *received in action*, they shall in future enjoy their pensions without being subjected to the inconvenience of personally appearing from time to time before the army medical board.

I have the honour to be, Sir,
Your most obedient humble servant,
H. Hardinge.

Officer Commanding
Regiment of

WARRANT REGULATING THE GRANT OF PENSIONS AND ALLOWANCES TO OFFICERS OF THE LAND FORCES FOR WOUNDS RECEIVED IN ACTION.

George R.

Whereas We think it expedient to consolidate and amend, the several rules and orders under which pensions and allowances are granted on account of wounds received in action, by officers of our land forces, and to establish certain additional regulations relative thereto; Our will and pleasure is, that from and after the date hereof, the regulation annexed to this Our warrant, shall be the sole rule on this head: and that the cases in which pensions and allowances may be recommended to Us, to be granted to officers, shall be limited to wounds and injuries received in action; and shall be established by the production of such certificates, and reports of medical boards as shall be required by Our Secretary-at-War.

Given at our Court, at Windsor, this 14th day of November, in the tenth year of Our reign.

By his Majesty's command,
Henry Hardinge.

REGULATION.

1st. If an officer shall receive a wound in action, which shall occasion the loss of an eye, or a limb, or the total use of a limb, or shall receive bodily injury fully equal to the loss of a limb, he may be eligible to receive a gratuity in money of one year's full pay,

of the regimental rank, or staff appointment held by him at the time he was wounded.

2nd. If an officer shall be wounded in action, and it shall appear upon an inspection made of him by a board of army medical officers, assembled by order of the Secretary at War, that such officer has, in consequence of his wound, lost a limb, or an eye, or has totally lost the use of a limb, or that he has sustained a severe injury in action, fully equal, in every respect, to the loss of a limb, he may be recommended to his Majesty for a pension at the rate fixed in the annexed scale, for the rank held by him when he was wounded, and commencing one year after the wound was received: the continuance of which shall depend upon subsequent examinations before the military medical board.

3d. If the officer shall have lost more than one limb, or eye, he may be recommended for a pension for each limb, or eye, so lost in action.

4th. If the wound received by an officer in action shall be so severe in its permanent effects, as to be nearly equal, but not fully equal, to the loss of a limb, such officer may be recommended for a gratuity of eighteen months' full pay of his regimental rank, or staff appointment held by him when wounded. In which case no pension shall at any subsequent time be granted to him under this regulation.

5th. If any wound received in action shall be certified to be severe and dangerous, but in its permanent effects not equal to the loss of a limb, the officer receiving such wound may, in consideration of the expense attending the cure thereof, receive a gratuity, varying according to the nature of the case, from three to twelve months' full pay of the regimental rank, or staff appointment held by him at the time he was wounded.

6th. If an officer shall have held a pension for a wound received in action for a term of five years, and shall have been examined, twice at the least, before a Board of army medical officers, he may be recommended for the permanent continuance of such pension; but if the officer, before the expiration of the term of five years, shall have so far recovered, that his wound, or injury is not fully equal to the loss of a limb, then he shall cease to receive such pension, and shall have a gratuity of full pay according to the degree of his injury, as laid down in Article 5.

7th. If within the period of five years after a wound has been received, an officer does not apply for the pension, or, applying for it, the wound shall not have been proved to be fully and permanently equal to the loss of a limb, such officer's claim to a pension shall not, at any subsequent period, be entertained.

8th. No gratuity, or allowance for any wound, shall be granted after the lapse of five years from the time the wound was received.

9th. No pension for the loss of one eye, from a wound received in action, shall be granted, unless the actual loss of vision shall have occurred within five years after the wound was received, and be solely attributable to such wound.

10th. As a general rule, the pension shall be granted according to regimental rank; but in cases in which officers with brevet rank shall have been employed at the time they were wounded, in discharge of duties superior to those attached to their regimental commissions, the pensions shall be given according to the brevet rank.

11th. These pensions being granted as a compensation for the permanent disability sustained by wounds received in action, may be held together with any other pay and allowances to which an officer may be entitled, without any deduction on account thereof.

HENRY HARDINGE.

SCALE REFERRED TO IN THE PRECEDING REGULATION.

Ranks.	Rates of Pension.
Field-Marshal, General, or Lieutenant-General Commanding-in-Chief at the time	To be specially considered.
Lieutenant-General	£400
Major-General; or Brigadier-General Commanding a Brigade	350
Colonel	300
Lieutenant-Colonel	300
*Adjutant-General	300
*Quarter-Master-General	300
*Deputy-Adjutant-General, if Chief of the Department	300
*Deputy-Quarter-Master-General, if ditto	300
Inspector of Hospitals	300
Major-Commanding	250
Major	200
*Deputy-Adjutant-General	200
*Deputy-Quarter-Master-General	200
Deputy-Inspector of Hospitals	200
Captain	100
*Assistant-Adjutant-General	100
* Deputy-Assistant-Adjutant-General	100
*Assistant-Quarter-Master-General	100
* Deputy-Assistant-Quarter-Master-General	100

	Rates of Pension.
*Secretary to the Commander of the Forces	100
*Aid-de-Camp	
*Major of Brigade	
Surgeon, Staff or Regimental	
Paymaster	
*Judge-Advocate	
Physician	
Purveyor	
Chaplain	
Lieutenant	70
Adjutant	
Assistant Surgeon	
Cornet	50
Ensign	
Second Lieutenant	
Volunteer, classing as Cornet or Ensign	
Regimental Quarter-Master	
Apothecary	
Hospital-Assistant	
Veterinary Surgeon	
Deputy-Purveyor	

The officers marked thus * to have the allowance according to their army rank, if they prefer it.

CIRCULAR.

War-Office, 21st Nov. 1829.

Sir,—I have the honour to send herewith for the information and guidance of the regiment under your command, four copies of His Majesty's warrant of the 14th instant, regulating for the future the Pensions and Allowances to be granted to soldiers after long service, or when discharged as wounded, disabled, or invalided.

The rules, orders, and regulations which accompany the warrant, are to supersede all former rules, orders, and regulations on the same subject.

One copy is for the use of the Commanding Officer, one for the Paymaster, one for the Surgeon, and one for the use of the Orderly-room.

The instructions for keeping the regimental records of the services of soldiers, containing revised forms of attestation and discharge, will be forwarded in the course of a few days.

I have the honour to be, Sir,
Your most obedient, humble servant,
H. Hardinge.

Officer Commanding
Regiment of

George R.

Whereas We have judged it expedient to revise, amend, and consolidate the Rules, Orders, and Regulations, which, in furtherance of various Acts of Parliament, have from time to time been established for the better ordering of Our Army, and for improving the condition of Soldiers, by granting them Pensions, Allowances, and Relief, on their Discharge after certain periods of Service, as wounded, disabled, or invalided, in Our Service.

Our Will and Pleasure therefore is, that the several Warrants bearing the respective dates specified in the margin hereof,* and that all Rules, Orders, and Regulations consequent thereupon, shall (subject to the reservation herein contained) be void; and that in Lieu thereof the Rules, orders, and Regulations annexed to this Our Warrant, shall henceforth be in force.

It is Our further Will and Pleasure to reserve and continue to all Non-Commissioned Officers and Soldiers enlisted before the 1st day of December, 1829, every benefit to which they may respectively be entitled under the Warrants and Regulations hereby made void.

And We do hereby direct and order, that the Commissioners of Our Royal Hospital at Chelsea, as well as all other Persons whom it may in any wise concern, shall strictly observe and obey this Our Warrant and the Regulations annexed to it.

Given at Our Court at Windsor, this 14th day of November, 1829, in the Tenth Year of Our Reign.

By His Majesty's Command,
Henry Hardinge.

REGULATIONS.

1. All non-commissioned officers and soldiers enlisted previously to the 1st day of December, 1829, shall, as regards their right to claim Pensions for service and wounds, remain entitled to every benefit or provision which they can at present claim under any warrants or regulations which were in force at the time of their enlistment; but the following Rules and Regulations only shall be in force and applicable to all non-commissioned officers and soldiers enlisted after the 30th day of November, 1829.

2. Claims for Pensions shall be divided into the four following classes:—

1st Class. Length of Service.

2d Class. Wounds received in Action.

3d Class. Disabilities contracted in the Service, after fourteen years' service.

4th Class. Disabilities contracted in the Service, under fourteen years' service.

1st. Class.

LENGTH OF SERVICE.

3. A soldier enlisted for unlimited service has no claim as a matter of right to his

* 7th Oct. 1806. 30th June, 1812. 28th Feb. 1814. 25th March, 1816. 19th Dec. 1816. 16th Feb. 1818. 26th March, 1822. 28th July, 1823. 19th Aug. 1823 4th Nov. 1826.

discharge, either with or without a pension, after any period of service, however long.

4. No soldier, when discharged, shall be allowed a pension for length of service alone, unless he shall have served twenty-four complete years in the cavalry, or twenty-one years in the infantry; but when discharged after those periods of service, he may be allowed a pension, not exceeding the undermentioned rates: viz.

Private.

		After Years of Service.	Rates per Diem. s.	d.
If discharged on account of the Public Service.	Cavalry	24	1	0
		28	1	2
	Infantry	21	1	0
		25	1	2
If discharged at his own request.	Cavalry	24	0	10
	Infantry	21	0	10

5. If a soldier shall be discharged on reduction or disbandment of his corps after a service of fourteen years, but under twenty-four years in the cavalry, or twenty-one years in the infantry, he may, at the discretion of the Commissioners, be allowed the gratuity specified in article 46 of these regulations; and shall be eligible to re-enter the service, according to the rule laid down in article 41.

6. Serjeants-major, quarter-master-serjeants, troop-serjeants-major, colour-serjeants, serjeants, and corporals, shall have their pensions computed at the same rate as privates, with the following addition for every year of service as non-commissioned officers: viz.

	d.		s.	d.
Serjeants-Major	2½	Total Pension for service not to exceed	2	4
Quarter-Master-Serjeants	2		2	2
Serjeants . . .	1		1	10
Corporals . .	0½		1	4

Provided always that the non-commissioned officer shall have served twenty-four years in the cavalry, or twenty-one years in the infantry, and shall have been discharged as a non-commissioned officer, having served without interruption as such for the three years immediately preceding his discharge. And no non-commissioned officer shall receive the aforesaid superior rates, if discharged whilst holding an inferior rank.

The period, during which any soldier may have been employed as an acting lance-serjeant or corporal, shall not be allowed to reckon as non-commissioned officers' service.

A soldier, exchanging from cavalry to infantry, or from any regular service, shall reckon his service according to the regulations applicable to the corps in which he may be serving when discharged.

2D CLASS.

WOUNDS RECEIVED IN ACTION.

7. The daily rates of pensions for wounds or injuries received in action are to be governed by the rules contained in the following schedule: viz.

RANK.	First Degree. Men losing two limbs, or both eyes, from wounds, or being so severely wounded as to be *totally incapable* of earning a livelihood, and to require the assistance and care of some other person.		Second Degree. Men rendered *incapable* of earning a livelihood, but not requiring the care of another person.		Third Degree. Men able to contribute in a *small degree* towards a livelihood.		Fourth Degree. Men able to contribute *materially* towards a livelihood, although unfit for the ordinary duties of the service.	
	From s. d.	To s. d.	From s. d.	To s. d.	From s. d.	To s. d.	From s. d.	To s. d.
Serjeant . .	2 6	3 6	2 0	3 0	1 6	2 0	1 0	1 6
Corporal . .	2 0	3 0	1 6	2 0	1 0	1 6	0 9	1 0
Private . .	1 6	2 0	1 0	1 6	0 9	1 0	0 6	0 9

8. In cases of severe wounds or injuries received in action, the pension shall be fixed, according to the rates in the foregoing schedule, by the Commissioners of Chelsea Hospital, who will grant the lowest or the highest, or any intermediate rate, according to the degree of the injury received, the length of the soldier's previous service, his charac-

ter, or any peculiar circumstances attending his conduct at the time the wound was received.

THIRD CLASS.

DISABILITIES OR INJURIES CONTRACTED ON SERVICE, AFTER FOURTEEN YEARS' SERVICE.

9. Any non-commissioned officer or soldier discharged after fourteen years' service, but under twenty-four years in the cavalry, or under twenty-one in the infantry, for a permanent disability contracted by and in the service, may be awarded a permanent pension, at the following rates, viz.

A serjeant, from 9d. to 1s. 3d.

A corporal, from 7d. to 1s. 0d.

A private, from 6d. to 9d.

Provided that the serjeant or corporal shall have served at least five years in the rank he holds when discharged, and that the disability was not occasioned by any want of proper care on his own part. But unless the injury for which the soldier may have been discharged be considered by the Commissioners to be permanent, he shall be awarded a conditional pension only, at their discretion.

10. The precise amount of pension for permanent disabilities after fourteen years' service, shall be regulated at the discretion of the Commissioners of Chelsea Hospital, according to the time the soldier may have served; the climate in which he may have been serving; the degree of the disability as affecting his means of earning a livelihood; and his good conduct whilst serving; but no pension shall be granted on account of disability, if it has been occasioned by vice, intemperance, or misconduct.

FOURTH CLASS.

DISABILITIES UNDER FOURTEEN YEARS' SERVICE.

11. Any non-commissioned officer or soldier discharged under fourteen years' service, in consequence of disability contracted in and by the service, and not from a want of proper care on his part, may at the discretion of the Commissioners be awarded a temporary pension, according to the following scale:—

Under fourteen years, and above ten years' service.—A temporary pension of 6d. a day for a period extending from two to three years.

Under ten years, and above seven years' service.—6d. a day from one to two years.

Under seven years' service.—6d. a day from one to eighteen months.

In special cases where a gratuity in money, proportioned to the length of the soldier's service, may be considered more advantageous to his interests, than a temporary pension, a sum varying from 1*l.* to 18*l.* may be given him, as a commutation, under the authority of the Secretary at War, if the soldier be discharged without being examined by the commissioners, or under their authority, if examined by them.

12. In extreme cases of disability or injury, under fourteen years' service, resulting from military duty, or the effects of climate, the temporary pension of 6d. a day may, under extraordinary circumstances of severe suffering from service, be augmented to 9d., and renewed for a specific period, at the discretion of the Commissioners; but these cases shall be deemed special, and registered as such, with the grounds on which they have been decided.

13. In all special cases when pensions on account of disabilities or accidents are granted, and likewise when pensions are refused, or claims are deemed to be forfeited, the decision of the Commissioners, with the grounds thereof, shall be communicated to the Secretary at War, in order that the result may be notified to the regiment from which the soldier was discharged.

14. The decision of the commissioners in fixing the rate of pension granted for service, wounds, or disabilities, shall be final, and the amount of the pension shall not be augmented on account of alleged increase of disability, after the soldier shall have left the service, unless any special circumstances shall occur and be brought forward within two years after the original grant of pension, to justify a re-consideration thereof.

SPECIAL CASES OF DISABILITY OR INJURY.

15. No soldier shall be discharged for the loss of one eye only, whether it be the right or left.

16. If a soldier shall have lost one eye, by a wound, and shall receive other wounds or injuries in action, which render his discharge necessary, the loss of an eye may be taken into consideration by the commissioners, in fixing the pension at such a rate as his service and disability combined may, in their judgment, entitle him to receive.

17. In cases in which an eye shall have been lost by the effects of service, and not by wounds, the loss may be considered by the Commissioners at their discretion, in apportioning the rate of pension. If under fourteen years' service, the loss of an eye may be taken into consideration, and a temporary pension or a gratuity be granted, according to the scale laid down in the 11th and 12th articles of these regulations.

18. In case a soldier shall become totally blind from unavoidable causes, clearly attributable to service alone, and not occasioned by vice, intemperance, or other misconduct, he may be allowed a pension varying according to the following scale, viz.:—

Serjeant, having served as a non-commissioned officer ten years, and not less than five years as a serjeant, from 1s. 3d. to 2s.

Corporal, having served as such for seven years, from 1s. to 1s. 3d.

Private, from 9d. to 1s.

If the soldier shall have served more than fourteen years, and is discharged with a good character, and with a constitution impaired by the effects of colonial service, an increase not exceeding threepence a day may be added to the aforesaid rates; but the precise rate shall be determined at the discretion of the commissioners, according to the principles laid down in article 10 of these regulations.

19. Whenever a case of total or partial blindness shall be involved in so much doubt, as to have been reported by a court-martial or by a medical officer to be "a suspicious case," the commissioners shall deal with it, as to them may seem most just; but in every case in which it is proved that a soldier has tampered with his eyes, or that his loss of sight has been caused by vice, intemperance, or other misconduct, and that his character is bad, instead of being discharged on a pension, he shall be detained in an eye infirmary, or shall be sent home to his parish, or dismissed without a pension.

20. Except in extreme cases of disability, no infantry soldier shall be discharged for rupture alone; should a ruptured soldier be discharged before he has served fourteen years, his case shall be considered according to the 11th and 12th articles of these regulations.

21. Any cavalry soldier who shall be discharged under fourteen years' service for a rupture which would not disable him for infantry service, may, at the discretion of the commissioners, either be transferred to a veteran or garrison battalion or company, or be allowed a temporary pension or gratuity, according to article 11.

FORFEITURE OF PENSION.

22. Any pensioner refusing to serve, or not appearing when called upon by the commissioners, or other lawful authority, shall forfeit his pension, unless a satisfactory explanation be subsequently given; but no pensioner who has actually served twenty-four years in the cavalry, or twenty-one years in the infantry, shall be liable to be called upon to serve. And any pensioner who neglects to draw his pension for four successive quarters shall be struck off the pension list, and shall not be replaced unless he shall satisfactorily account for such omission; and the commissioners shall, at their discretion, grant or withhold the arrears, or any portion thereof.

23. Every soldier, convicted by a court-martial of being a deserter, may, in addition to any other punishment awarded by the court, be sentenced to forfeit all claim to pension. Such sentence shall, in all cases, be recorded on the discharge sent to the Commissioners of Chelsea Hospital: but if, after such sentence has been passed, he shall have performed good and faithful, or gallant service, he may be eligible for a pension, provided that he be recommended by his commanding officer, through the Commander-in-chief, in conformity with the rules laid down in the Mutiny Act and Articles of War.

24. If a soldier shall have been convicted by the civil power, or by a court-martial, of any vicious or disgraceful conduct, such as to render him unworthy of belonging to the army, and consequently to be unfit for the military service, he shall, on being discharged in consequence thereof, have the sentence, or cause of his dismissal from the service, recorded in his discharge, and shall forfeit all claim to pension.

25. Any soldier convicted before a competent court-martial of feigning or producing disease or infirmity, or of materially injuring his health by habitual drunkenness, or of being detained in hospital by any disease contracted by his own vice or intemperance, thereby rendering himself unfit for service, or of absenting himself from an hospital whilst under medical treatment, or of being guilty of a gross violation of the rules of the hospital, or of intentionally protracting his cure, or of wilfully aggravating his disease, shall be liable to be brought to trial by the regimental commanding officer, or on charges preferred by the surgeon of the hospital, and to have the whole time of such detention in hospital deducted from his service, or of forfeiting all claim to pension, provided such forfeiture form part of the sentence of the court-martial by which he was convicted.

26. Any soldier maimed by the firing off of his musket, or by other means, and who thereby becomes unfit for service, whether the injury occurred on or off duty—whether accidentally or intentionally, shall in all cases, be tried by a district court-martial, as soon after the event as possible; and if it shall be proved before such court that the injury was the unavoidable result of military service, and was in no way attributable to design, negligence, drunkenness, or misconduct on his part, the court may recommend the soldier for a pension; stating the proofs adduced and the grounds of their recommendation, or of their rejection of the claim, as the case may be. The finding of the court, and the confirmation of the commanding officer must invariably be annexed to the dis-

charge, and adverted to therein; but the final decision upon the claim to pension shall in all cases which are brought before the Chelsea Board, rest with the Commissioners.

27. Any soldier who shall be disabled or mutilated by an accident, which did not happen in the immediate execution of some act of military duty, or which, if it did so happen on duty, was owing to his own negligence, shall not be entitled to a pension, although he be discharged for such disability.

His claim in such case can only be considered with reference to the service he may have performed, or to the wounds he may have received in action, or to the goodness of his character. The finding of the district court-martial, stating the whole of the circumstances of the case, must be annexed to the discharge. The Commissioners will exercise their discretion in granting or withholding a pension, but in no case shall a permanent pension be granted for such accidental injury, unless the soldier has served above fourteen years. If the soldier shall be ordered to be discharged at the regiment, His Majesty's pleasure, and the amount of any gratuity will be signified by the Secretary-at-War.

If it shall appear to the Court, that the injury or mutilation was not the effect of accident, but of design, the soldier shall not be discharged, but shall be employed in such regimental or garrison duty or work, as the Commander-in-chief may direct.

28. If a pensioner be guilty of gross violence or outrage towards the persons employed in paying the pensioners, he shall be punished by the loss either of a part or of the whole of his pension, at the discretion of the Commissioners, in addition to any other punishment which the law may inflict for such offence.

29. If a pensioner be discovered to have received credit for a longer period than he actually served, by a false entry, alteration, or erasure, in any regimental book or document, or by a misrepresentation of his claims, or to have obtained through any other means a higher rate of pension, than he was entitled to at the time of his discharge, when he was sworn to the truth of his statement of services, such pensioner, in the event of the Commissioners deciding that he was cognizant of the fraud, or guilty of the concealment of the truth, shall forfeit his pension; and if a pensioner shall commit any felonious act, or practise any gross fraud, which shall be proved to the satisfaction of the Commissioners, they shall either strike him off the pension list, or reduce the rate of his pension at their discretion. In all cases of over-issue the pensioner shall have his pension lowered to the true rate, and shall by a stoppage from his pension, refund either the whole amount overissued, or such part thereof, as the Commissioners may think proper to direct; but if the overissue originated in any error of computation over which the soldier could have no control, the pensioner shall not be called upon to refund any part thereof.

If a non-commissioned officer or soldier be privy to the making of any false entry, or producing any fraudulent document, either as regards his own services or those of any other person, he shall on conviction thereof before a competent court-martial be rendered incapable of receiving a pension, according to the provisions of the Mutiny Act and Articles of War.

30. If a pensioner shall apply to any parish for relief for himself or family, or shall suffer his family to become chargeable to the parish, his pension, by the Acts of Parliament of 59 Geo. III. cap. 12. and 6 Geo. IV. cap. 27. will be payable to the parish officers according to the provisions of the said acts.

31. Any pensioner or other person, who shall knowingly personate, or falsely assume the name or character of a soldier who is or may become entitled to a pension, or shall falsely pretend to be the heir, administrator, or assignee of a pensioner or soldier, for the purpose of fraudulently obtaining money or effects, or shall knowingly and wilfully assist in forging or counterfeiting the name or handwriting of any such pensioner or soldier as aforesaid, or in forging any document relating thereto, is liable on being legally convicted thereof, to be transported as a felon, according to the act 7th Geo. IV. cap. 16, clause 38, (1826).

32. Any pensioner imprisoned in a gaol by order of a magistrate, as a vagrant, or as having committed any misdemeanour or crime, if he assumes a false name, whether he be convicted or not of the offence for which he was apprehended, shall on proof of such concealment of the true name under which he was pensioned, have his pension suspended, reduced, or altogether taken away, at the discretion of the Commissioners.

And if any pensioner gives a false statement as to his place of residence, or for a fraudulent purpose draws his pension at a place different from that where he usually resides, he shall be liable to have his pension taken away, reduced, or suspended, at the discretion of the Commissioners.

33. Non-commissioned officers and soldiers, who have forfeited their claims to pension in consequence of misconduct, shall have their names, and the circumstances under which their pensions were forfeited,

published in the orderly book of the regiment to which they belonged, and a memorandum of the fact shall be sent to their parishes by the commanding officer.

COMMUTATION OF PENSIONS.

34. Pensioners, not being natives of the United Kingdom, may have their pensions commuted for a sum of money, on his Majesty's pleasure being signified to the Commissioners of Chelsea Hospital by the Secretary at War; the money to be paid out of funds appropriated for the use of the said Hospital.

35. If a pensioner, being a native of the United Kingdom, should be desirous of settling abroad in any of his Majesty's Colonies, his pension may be commuted in the manner laid down in the preceding Article. But if any pensioner shall have received a commuted allowance for his pension from the Commissioners, and shall at any subsequent time fraudulently attempt to revive a claim to the pension so commuted, he will be liable to be proceeded against under the Act of Parliament referred to in Article 31.

RULES IN RECKONING SERVICE.

36. No soldier shall be allowed to reckon his service under eighteen years of age.

If a soldier at the time of enlistment shall misrepresent or conceal his real age, and his real age be afterwards discovered, he shall in no case benefit by such discovery; if, for instance, he swore that he was under eighteen years, although he was actually older, the age specified on his attestation shall be the standard for calculating his service, and consequently his service under eighteen years of age according to such attestation, will not be allowed to reckon.

37. The distinction between service in the East and West Indies, and service in any other part of his Majesty's dominions, having ceased since the year 1818, as regards the reckoning of service for pension, the same rule will apply as regards the claim to additional pay, which, in the case of men enlisted after the 30th November, 1829, will only commence after 14 years service actually completed.

38. Any soldier may be transferred from one battalion to another of the same regiment; or he may be permitted to volunteer into another regiment on the disbandment of his corps, or on its being ordered home from a foreign station; but he shall not be liable to be drafted from one regiment to another without his consent, unless by sentence of a court-martial. Pensioners who have not served twenty-one years, will be held liable to be called upon to serve in a veteran or garrison battalion, or in the militia, or in a regiment of the line within the limits of the United Kingdom.

39. Non-commissioned officers and soldiers shall not be allowed to reckon as service the period of imprisonment whilst under the legal sentence of a civil or military court, nor the period of confinement previous to trial, unless acquitted of the offence alleged against them, according to the provisions of the Mutiny Act and Articles of War.

40. If any person discharged from the army for disability, or for any other cause, shall subsequently re-enter the army, and shall, when questioned by the magistrate at the time of his being attested, conceal the fact, or misrepresent the cause of his former discharge, he shall not be allowed to reckon his past service, nor to receive any pension, if again discharged for disability.

41. If any soldier discharged on reduction or disbandment of his corps, shall not have the opportunity of immediate re-enlistment into any other corps, he shall, on re-enlisting within three years, be allowed to reckon his former service, provided that he shall not have passed the age at which disbanded soldiers may be allowed to re-enter the service—and that he shall in every respect be eligible for the service. The man so re-enlisting must at the time of being attested, declare his former period of service in the army, ordnance, or marines, and the cause of his discharge from his last corps; but if he should fail to make such declaration of his previous service, so that it may be recorded in his attestation, he shall not be permitted to reckon it at any subsequent period.

42. Pensioners who shall, under a proclamation of his Majesty or other lawful authority, be called upon to serve in a veteran company or battalion, or in the militia, or to be attached to a regiment of the line within the United Kingdom, shall, in addition to their previous services, reckon such service, provided the period thereof shall not be less than one year.

43. Any pensioner who voluntarily enlists into a veteran company or battalion, or the militia, or who is appointed to be a district, barrack, or garrison serjeant, or a military clerk, or hospital steward, or who is employed in any other military capacity, shall, when discharged, revert to his former pension, unless it be pronounced by competent authority to have been forfeited. If he shall have served ten years or more in any of the situations above-mentioned, and shall have been discharged therefrom with a good character, or even if he shall have served less than ten years, and shall have been discharged under circumstances entitling him to special consideration, as a deserving soldier, his Majesty's pleasure will be sig-

nified by the Secretary at War, that such increase of pension may be granted, as the Commissioners shall think fit; not, however, exceeding in any case the rates specified in Articles 4 and 6.

44. The services of all soldiers at present in the army, shall be accurately revised and balanced up to the 31st Dec. 1828, by the Military Boards established, and now sitting for the investigation of those services. The period of service which each man may be allowed to reckon to that date, shall be recorded and certified in words at length, by the particular board before which the examination takes place, and such record shall be admitted by any other military board which may be hereafter assembled for deciding upon the soldier's claims, as the only correct statement of his service, to the termination of the year 1828, from and after which time the balance of every soldier's services shall be struck periodically, and under such instructions, as his Majesty may be pleased to give through the Secretary at War.

45. No soldier shall hereafter reckon as military service, the time he may have previously served in his Majesty's navy.

CONDITIONS UNDER WHICH DISCHARGES MAY BE OBTAINED.

46. His Majesty having been pleased to direct that soldiers may be allowed to purchase or obtain their discharges, under certain conditions and limitations, the terms are to be regulated by the following scale: viz.

Period.	For Men serving in the	
	Cavalry.	Infantry.
Under 7 Years' actual Service	£30	£20
After 7 Years' ditto .	25	18
— 10 — .	21	15
— 12 — .	15	10
— 14 — .	12	5
— 15 — .	6	Free Discharge at home, and in addition three Months' Pay abroad.
— 16 — .	Free Discharge.	Free Discharge, and in addition three Months' Pay at home, and six Months' Pay abroad.
— 17 — .	Free Discharge, and three Months' Pay.	Free Discharge, and in addition six Months' Pay at home, and one Year's Pay abroad.
— 18 — . and to 21 — .	Free Discharge, and six Months' Pay.	Free Discharge, and in addition one Year's Pay at home, and one and a-half Year's Pay abroad.

Where grants of land in addition to free discharges can be made in the Colonies, the precise terms of the grant, and the most advantageous mode of paying the gratuity of full pay, shall be clearly explained to the soldier before he receives his discharge, and shall be registered in the regimental records. When the soldier has been settled three months, and is actually residing on his grant, and is industriously employed in clearing it, the Governor, under authority from the Secretary at War, may, in addition to the gratuity, authorise the issue of a quarter's pension at 6d. a day; and may from time to time renew such issue for a period not exceeding in the whole one year.

47. Soldiers who have actually served 21 years in the infantry, or 24 in the cavalry, and who being fit for service, are discharged at their own request, may be allowed a pension of 10d. a day, as shown in Article 4.

48. But in all cases of soldiers allowed to purchase discharges, or to obtain free discharges, or pensions on discharge at their own request, (if they have served the requisite period,) the number of men to be annually discharged, and the selection of the individuals shall be governed by such instructions as the Commander-in-Chief may give from time to time, or the Master-General of the Ordnance for that department, for extending or limiting the numbers, or wholly suspending the permission, according to circumstances.

Provided that in all the aforesaid cases, a period of not less than 30 days shall elapse between the soldier's application, and the commanding officer's consent to recommend the discharge; this interval being allowed for the express purpose of giving the soldier sufficient time for due deliberation. At the same time it shall be clearly explained to

him what prospect of permanent pension he will forfeit, in consequence of accepting a free discharge at his own request.

But nothing in this regulation is to be construed, as giving any right to a soldier to claim his discharge by purchase or otherwise, it being intended as an indulgence to be conferred upon the deserving soldier, in proportion to his good conduct, and the length of his service.

49. If any soldier purchase his discharge, or receive a free discharge at his own request, he shall have no claim to pension; and should he subsequently re-enlist, he shall not be permitted to reckon his former service.

50. With the view of rewarding meritorious soldiers when discharged, and of encouraging good conduct in others whilst serving, his Majesty has been pleased to direct that a gratuity in addition to the pension, may in certain cases be given to one serjeant, or corporal, and one private, annually, in every regiment of an establishment of 700 rank and file and upwards.

The men to be recommended must have completed 21 years of actual service in the infantry, or 24 in the cavalry; have never been convicted by court-martial, and must have borne an irreproachable character, or have particularly distinguished themselves in the service.

The serjeants must have served 10 years, and the corporal 7 years in their respective ranks as non commissioned officers, and must have been discharged as such.

The gratuity to the

Serjeant, shall be . .	£15 0
Corporal	7 0
Private	5 0

The names and services of the individuals receiving the gratuity, shall be published in regimental orders, and sent to the parishes to which they belong, after the Commander-in-Chief shall have confirmed the regimental commanding officer's recommendation, and after the Commissioners of Chelsea Hospital shall have notified to the Secretary-at-War that the gratuities have been paid.

In corps of a lower establishment than 700 rank and file, one individual may be recommended every year for the above-mentioned gratuity, to be selected by alternate years, that is to say, one year a serjeant or corporal, the next year a private.

51. In order to secure the interests of the soldier, at the close of his military service, a regimental Board shall henceforward be assembled under the orders of the Commander-in-Chief, for the purpose of verifying the following particulars, before any soldier be recommended to be discharged.

1st. His services.

The regimental records shall be produced, from which the board will make a report, stating the period of the soldier's service, the countries in which he has served, the wounds he has received, the battles, sieges, or campaigns, in which he was present, and any instances of remarkable bravery he may have displayed.

2nd. His Character.

The regimental records shall be referred to, and parole evidence be required from those officers of the corps, particularly the medical officers, who have had the best opportunities of witnessing the soldier's conduct, in all situations. If he shall have forfeited his service by the sentence of a court-martial, and shall not have had such service restored, the fact and cause of such forfeiture are to be stated; and as the rate of pension to be awarded will be influenced by character, the board will, after the most careful investigation, report whether the soldier's conduct has been generally good, bad, or indifferent, in the terms best calculated to express their opinion, more especially directing their attention to the latter years of his service.

3d. His Disability.

The Board is to specify the nature, degree, and cause of the disability, in their report, and to affix to it the report from the medical officer, stating the origin and progress of such disability, the manner in which it was contracted, the conduct of the man whilst in Hospital, and the degree of his unfitness for military service, in order that no soldier may be discharged as disabled, unless the disability shall be ascertained to be such, as in all probability to disqualify him permanently for military service.

4th. His Accounts and Claims.

The Board will ascertain and report upon all just demands of pay, clothing, &c. and before the soldier leaves the regiment, the settlement of his accounts is to be certified in his discharge, and signed by him.

But no soldier shall be examined before a regimental Board, with a view to his discharge for disability, unless he shall have been previously inspected by the general, or other superior officer in command, by whose orders the regimental Board will be convened.

The Board shall be composed of three officers: a field officer, or the second in command, shall be the president, and two captains shall be members. When the report of the Board shall have been confirmed by the officer commanding the regiment, the president shall fill up the discharge, according to the substance of the regimental

Board's proceedings. The discharge shall then be signed by the president, and countersigned by the commanding officer, and be transmitted, together with a certified copy of the Court's proceedings, to the Adjutant-General, through the general or other officer commanding on the station.

52. In any case of disability, requiring the soldier personally to appear before the Commissioners of Chelsea Hospital to obtain a decision upon his claim for pension, the soldier in the first instance will be ordered to the Invalid Depôt at Chatham, or to the General Hospital in Dublin, in order that the remarks of the military and medical authorities at those stations may be inserted in the discharge; and on the day appointed for the Commissioners to hold a Board at Chelsea, or Kilmainham, the principal medical officer, or the staff surgeon, who has had the soldier, whose case is before the Board, under treatment at the General Hospital, will attend with an abstract of his professional observations on each man's case, when the Board will decide upon the claim to pension.

If the regimental investigation shall have been held abroad, the general or superior officer on the station, will, according to his judgment, order the soldier to a convalescent station abroad, or to the Invalid Depôt at Chatham.

Upon the report of the military and medical authorities, at the Invalid Depôt at Chatham, or at the General Hospital in Dublin, the Commander-in-Chief will give the necessary orders for the personal appearance of the soldier at Chelsea, or Kilmainham, or for his joining the Depôt Companies of his regiment, or for his final discharge, according to the circumstances of the case, but no soldier who may have been sent from the Invalid Depôt, Chatham, or from the General Hospital, Dublin, to his regiment, on a medical report of his fitness for duty, shall be returned to the said Depôt or Hospital, until after the expiration of one year, unless specially directed to be so returned by the Commander-in-Chief.

53. If the case of the soldier be clearly such, as not to entitle him to any pension, and that there is no necessity for his personal appearance before the Commissioners of Chelsea Hospital, the proceedings of the regimental Board, and the discharge stating the grounds of the rejection of his service, shall nevertheless be sent to Chelsea: if the Commissioners shall concur that the soldier has no claim, they will communicate their decision to the Secretary-at-War, according to Article 13, of these regulations; but if the Commissioners shall entertain a different opinion, they will make further inquiry.

No discharge to which a claim for pension may attach, shall be finally confirmed by the Adjutant-General's Department, until the case shall have been decided upon by the Commissioners of Chelsea Hospital.

54. Lists of the soldiers allowed to purchase discharges, or obtain free discharges, shall be periodically sent to the Secretary-at-War, with the discharges themselves and other requisite documents, in order that an accurate register may be kept of this class of discharged men at Chelsea.

55. Soldiers who obtain permission to be discharged at their own request, for length of service and good conduct, as laid down in Article 45, and soldiers discharged in the colonies or garrisons abroad, as being disabled, if they have in both cases completed twenty-one years' service in the infantry, or twenty-four years in the cavalry, and are desirous of settling in such colonies, may be admitted on the out-pension list, without appearing personally before the Commissioners of Chelsea Hospital, provided that the recommendation from the officer commanding on the station, with the reports and discharges, shall be transmitted through the Commander-in-Chief to the Secretary-at-War, who will signify his Majesty's pleasure to the Commissioners for the pensioning of any soldier, without his appearing personally before them, at such rate of pension as they may determine; and until such decision shall be received abroad, the soldier will continue to draw his full pay, without allowances: but in all these instances the soldier's case shall be investigated, and his claim to pension regulated according to the 51st and 52d Articles of these regulations.

56. Any soldier discharged while serving abroad shall, if the superior authorities on the spot think fit, and that the good conduct of the soldier justifies the indulgence, have the option of receiving assistance by a grant of land, to become a settler in the colony in which he may be serving, as regulated in Art. 46, or of being sent to Great Britain or Ireland free of expense; in the latter case he shall receive the regulated marching money, from the place of his being landed, to the parish or place in which he was originally attested, or to such other place as he may choose, provided no additional expense be incurred.

DEDUCTIONS TO WHICH THE PENSIONER IS LIABLE.

57. The only deduction to which pensioners shall be liable from their pension, is one shilling in the pound, as heretofore directed by the Act of the 28th of George II.; and no agent or clerk paying the pensioners, shall demand or take from them any fee or

forward, without subjecting himself to the penalty of forfeiting his office, together with the sum of £100, in conformity with the Act of the 7th Geo. IV. Cap. 16.

58. No person employed to pay the pensioners shall be allowed to charge more than three-pence for the affidavit required to be transmitted quarterly to the Secretary to the Board of Chelsea Hospital.

59. Should a pensioner lose his instructions, and make an application for a fresh copy, he may be supplied therewith, on making affidavit of the circumstances under which the original was lost, and provided it shall be shown that the same had not been pledged, or improperly disposed of; but if the pensioner be proved to have taken a false oath, he shall be struck off the pension list. When new instructions are given, he shall be liable to pay for them a sum not exceeding two shillings and sixpence, nor less than one shilling.

60. The Commissioners shall, as heretofore, at their discretion, dismiss any In-Pensioner from the Hospital, if guilty of misconduct: and upon such dismissal they shall have the power of reducing the amount of the pension to which such pensioner was entitled on his admission, or of taking it away altogether.

61. Whenever a grant of land is made to a discharged soldier, either in commutation of the pension, or in aid of his becoming a settler, he shall be exempt from the payment of any fees for such grant; the terms upon which grants to soldiers and pensioners are to be made shall be governed by such instructions as his Majesty may be pleased to give, through the Secretary of State for the Colonial Department.

62. Should any doubts arise, as to the true intent and meaning of any part of the foregoing regulations, his Majesty's pleasure will be signified through the Secretary-at-War.

By his Majesty's command,

HENRY HARDINGE.

GENERAL HEADS OF ARRANGEMENT OF THE REGULATIONS FOR PENSIONING SOLDIERS.

Revised Warrant, cancelling all existing warrants, regulations, &c.

ARTICLES.

1 to 14. Division of pensions into four classes.
- 1st. Length of service.
- 2d. Wounds received in action.
- 3d. Disabilities, after 14 years' service.
- 4th. Disabilities, under 14 years' service.

15 to 21. Special cases of disability, how to be dealt with.

22 to 33. Forfeiture of pension for misconduct, specified in each article.

34 and 35. Commutation of pension for a sum of money, or grant of land.

36 to 45. Rules in reckoning service, showing what description of service will be admitted or excluded.

46 to 56. Conditions under which discharges may be obtained.

57 to 62. Deductions to which the pensioner is liable.

CIRCULAR.

War Office, 23d Nov. 1829.

Sir,—In order to carry his Majesty's Warrant of the 14th November, and the Revised Regulations for Pensioning Soldiers, more fully into effect, the King has been pleased to issue the annexed Supplementary Rules and Articles of War, by which soldiers guilty of malingering, mutilation or tampering with their eyes, may be tried under a specific Article of War.

The Supplementary Article 3-72 has been framed in reference to the 51st Article of the Regulations for Pensioning Soldiers, in which it is directed that a regimental Board shall be assembled, to inquire into and report upon the case of every soldier recommended to be discharged; and the Supplementary Article 4-72 has been framed in reference to his Majesty's Warrant, and the Revised Regulations for granting Pensions to Officers wounded in Action.

The Supplementary Article 2-72 has been framed, for the purpose of enabling detachment courts-martial to be held within his Majesty's dominions for the trial of offences and misdemeanours, of a character which may admit of less serious notice than by being brought before district courts-martial, in cases in which a trial by a regimental court-martial would be impracticable, the detachment courts-martial being subject in every other respect to the limitations observed by regimental courts-martial.

I have also to draw your attention to the amendment of the 91st Article of War, by which commanding officers of regiments may, in certain cases, make application for offenders to be tried by a regimental court-martial, for offences directed to be tried before superior courts-martial, in order that recruits, and men of good conduct and character, may have the benefit of the most lenient course of proceeding, according to the judgment which the commanding officer may exercise, as to the nature and degree of the offence at the time he applies for the trial of the offender by an inferior court.

I have further to call your attention to the amendment made in the 70th Article of War, in which "Disgraceful Conduct" is declared to mean any offence of a disgrace-

ful character, and that soldiers may be tried under this Article for repeated offences, which may render them unworthy of being retained in the service, from vice or misconduct.

The penalty of forfeiture of pension for disgraceful conduct, was introduced into the Mutiny Act of this year, in consequence of numerous instances having occurred, in which soldiers guilty of infamous and vicious crimes, and disgracefully discharged for such crimes, were pensioned for life.

In order that the practical application of the words "Disgraceful Conduct," and offences of a "Disgraceful Character," may be liable to the least possible misconception, and that soldiers guilty of unmilitary conduct, of neglect of duty, and of other offences distinctly specified in the Articles of War, may not be tried under and be subject to the penalties of this charge, I have to state that "Disgraceful Conduct" implies confirmed vice, and all unnatural propensities, indecent assaults, repeated thefts and dishonesty, ferocity in having maimed other soldiers or persons, self-mutilation, tampering with the eyes, and all cases of confirmed malingering where the conduct is proved to be so irreclaimably vicious, as to render the offender unworthy to remain in the army.

If the misconduct be unsoldierlike, or immoral, (divested of infamy,) and the particular offence be not specified in any Article of War, in such case a remedy for the punishment of the offence is provided for by the 67th Article of War.

I have the honour to be, Sir,
Your most obedient humble servant,
HENRY HARDINGE.

GEORGE R.

SUPPLEMENTARY RULES AND ARTICLES FOR THE BETTER GOVERNMENT OF ALL OUR FORCES.

Supplementary Article 2—43, *following Art.* 43, *Page* 11.

If any soldier shall be convicted of malingering, or of feigning or producing disease or infirmity,—or of being detained in hospital, in consequence of materially injuring his health by his own vice or intemperance, and thereby rendering himself unfit for service,—or of absenting himself from an hospital whilst under medical treatment,—or of being guilty of a gross violation of the rules of the hospital,—or of intentionally protracting his cure,—or of wilfully aggravating his disease,—he shall be liable to be tried for disgraceful conduct, and shall be subjected to the punishment and penalties attached to that offence.

Supplementary Article 3—43.

In all cases where a soldier, whether on or off duty, shall become maimed or mutilated by the firing off of his musket, or by any other means,—such soldier shall be forthwith put upon his trial before a general or district court-martial;—if the Court shall be of opinion, in their finding, that such maiming or mutilating was the effect of accident, and not of design, the proceedings of the Court shall be transmitted through the usual channel to the Commissioners of Chelsea Hospital, in order that they may, when the case comes before them, have the best means of arriving at a just decision, either to grant or withhold the pension;—if the Court shall be of opinion, in their finding, that such maiming or mutilating was the effect of design and not of accident, in that case the soldier shall not be discharged from our service, but shall be retained and employed on such duties or military work, as we may from time to time direct, through the Commander-in-Chief of our forces.

Supplementary Article 4—43.

If it shall be proved to the satisfaction of a general or district court-martial, that a soldier has tampered with his eyes,—or that partial or total loss of sight has been caused by his vice, intemperance, or other misconduct, such soldier shall not be deemed entitled to his discharge or to a pension;—but he shall on conviction be detained in an eye infirmary or military hospital, or shall be sent to his parish, or dismissed, according to our directions given from time to time to our Commander-in-Chief.

Amendment of Article 70, *Page* 19.

After the words *Defalcation be made good*, in lieu of the remainder of the paragraph, read—and if convicted of disgraceful conduct, he having been once previously convicted of an offence of a disgraceful character, or of repeated offences, which in the opinion of the court render him unworthy of being retained in our service, the said court-martial may, in addition to the foregoing punishments, recommend such offender to be discharged with ignominy, as unfit for our service from vice or misconduct;—

And such district or garrison court-martial may deprive a non-commissioned officer or soldier of the allowance in lieu of beer, and of additional pay, for any period not exceeding two years, for habitual drunkenness; provided the soldier shall have been drunk four times within twelve months, or twice drunk for duty or parade within twelve months, as proved by reference to the defaulter's book, or by competent witnesses; and provided that in all the foregoing cases, &c. (as in the original clause.)

Supplementary Article 2—72, *following Art.* 72, *Page* 21.

The commissioned officers of any detachment or portion of our troops, which may at

any time be serving in any part of our Dominions, although such detachment or portion of our troops shall consist of men from different regiments, may, by the appointment of the senior officer in command of the district, station, garrison, barrack, island, or colony, provided he be not under the rank of a field officer, without any other authority than these our Articles of War, hold detachment courts-martial, within our dominions, consisting of not less than five officers (unless it be found impracticable to assemble that number, when three may be sufficient); and may inquire into such disputes, or criminal matters, as may come before them, according to the rules and limitations observed by regimental courts-martial;—but no sentence shall be executed, until the superior officer on the spot, not being a member of the Court, shall have confirmed the same.

Supplementary Article 3—72.

In order to secure to the deserving soldier, when discharged, a provision proportioned to the length and nature of his service, and to enable our Commissioners of Chelsea Hospital to carry into full effect our rules and regulations for the pensioning of soldiers—We do hereby order, that no soldier shall be discharged, whether for unfitness, or for any other cause, unless his services, conduct, character, and the cause of the discharge be ascertained before a regimental Board, to be held for the purpose of verifying and recording all these necessary particulars in the discharge, on which document the decision of our Commissioners of Chelsea Hospital on the soldier's claim will be made.—The Board shall be composed, in all cases, of three officers;—the major, or second in command, shall be the president, and two captains shall be members;—and all military persons who may be summoned by the president thereof, are directed to attend, and give information to the Board on the subject of their inquiry:—such Board is not competent to award any punishment or forfeiture of service, their duty being restricted to the faithful and impartial record of the soldier's services and conduct at the close of his military career; and they will be governed in this their duty by a reference to our rules, orders, and regulations for the pensioning of soldiers, which regulations shall be produced before the Board, whenever it is assembled:—When the Board is assembled by order of the commanding officer, or other superior authority, the members thereof shall severally make the following declaration in the presence of the soldier whose case is under inquiry:—

I *A. B.* do declare, upon my honour, that I will duly and impartially inquire into the matters to be brought before this Board, according to the rules and regulations of His Majesty's service, and if any doubt shall arise, according to my conscience, the best of my understanding, and the custom of the service in like cases.

Supplementary Article 4—72.

For the purpose of securing a provision for life to the officers of our army who have sustained serious and permanent injury by wounds received in action with an enemy, according to the rules and regulations for granting pensions to wounded officers,—it is our will and pleasure, that when the state of the officer's wound shall be such, as to require him to be inspected by a military medical board, convened by our order through our Secretary at War; such board shall be composed in no case of less than three medical officers, not under the rank of a staff or regimental surgeon: The proceedings of the Board in the inspection of wounded officers, and in certain cases of officers retiring on full or half pay, shall be conducted as follows:—The senior medical officer shall act as president, and shall himself make, and require each member to make, the following declaration in presence of the officer whose case is under inquiry:—

I *A. B.* do declare, upon my honour, that I will duly and impartially inquire into and give my opinion on the case of the officer now before this Board, according to the true spirit and meaning of His Majesty's orders and regulations, and the instructions issued by his Majesty's orders, on this head: And I further declare, upon my honour, that I will not, on any account, or at any time, disclose or discover the vote or opinion of any particular member of the Board, unless requested to do so by competent authority.

These Boards will either be presided by, or report their proceedings to, the Director-General, or to the principal inspector of the Army Medical Department, who will transmit the report, for our decision, to our Commander-in-chief, or Secretary-at-War, as the case may require.

Amendment of Article 91, *Page* 32.

After the words Garrison Courts-Martial, in lieu of the remainder of the Article, read —But whereas it may be advisable that some of the foregoing offences, which in certain cases may admit of less serious notice, should be tried by regimental courts-martial,—in such cases, the officer commanding the battalion, corps, or detachment, who may deem it advisable so to proceed, shall lay a statement of the case, together with the charge he intends to bring before the general or other officer commanding the brigade, district, or garrison, with an application so to proceed, which application, when the supe-

moved from the 33d to such other corps as should hereafter be directed.

At a General Court-Martial held at Poorie, in the East Indies, on the 21st April last, Lieut. Charles Manning, of the 30th Regiment of Native Infantry, was tried for embezzlement and misapplication of the public money, to the amount of 285 rupees, or thereabouts, in the purchase of colts, and was found guilty. He was sentenced to be dismissed the service, and to make good the deficiency.

MONTHLY NAVAL REGISTER.

ARRIVALS AND SAILINGS.

November 22.—PORTSMOUTH.—Sailed H. M. C. Sparrow (10), Lieut. Moffatt.

PLYMOUTH.—Sailed H. M. S. Undaunted (46), Capt. A. W. J. Clifford, C. B. Arrived H. M. C. Antelope, Lieut. Loveless.

23. PORTSMOUTH.—Arrived H. M. S. Netley, Lieut. Robilliard. Sailed H. M. C. Highflyer.

PLYMOUTH.—Arrived H. M. C. Sparrow (10), Lieut. Moffatt.

FALMOUTH.—Sailed H. M. P. Mutine, Lieut. R. Pawle, for the West Indies, and Zephyr, Lieut. C. Church, for Rio Janeiro.

24. PLYMOUTH.—Arrived H. M. C. Arrow, Lieut. Thrackston.

SHEERNESS.—Arrived H. M. C. Hope, Lieut. Newton.

25. PORTSMOUTH.—Sailed H. M. C. Netley, Lieut. Robilliard.

PLYMOUTH.—Sailed H. M. C. Sparrow (10), Lieut. Moffatt.

26. PORTSMOUTH.—Arrived H. M. C. Snipe, Lieut. J. W. Purcell. Sailed H. M. S. Rapid (10), Com. C. H. Swinburne, for the Mediterranean.

27. PORTSMOUTH.—Sailed H.M.C. Highflyer.

PLYMOUTH.—Put in, and sailed immediately, H. M. S. Rapid (10), Com. Swinburne.

FALMOUTH.—Sailed H. M. P. the Duke of Marlborough, J. Bull, for Lisbon.

29. PLYMOUTH.—Sailed H. M. C. Antelope, Lieut. Loveless, and H. M. C. Arrow, Lieut. Thrackston.

FALMOUTH.—Arrived H. M. P. Magnet, J. Porteous, from Lisbon, and Barracouta, Lieut. James, for St. Thomas's Island.

30. FALMOUTH.—Arrived H. M. P. Sandwich, A. Schuyler, from Lisbon.

SHEERNESS.—Sailed H. M. S. Alligator (28), Capt. C. P. Yorke, for Leith.

December 1. PORTSMOUTH.—Arrived H.M.C. Arrow, Lieut. Thrackston.

DOWNS.—Arrived H. M. C. Linnet, Lieut. E. Barnett, from Guernsey.

LEITH.—Arrived H. M. S. Alligator (28) Capt. C. P. Yorke.

2. PORTSMOUTH.—Arrived H. M. C. Antelope, Lieut. Loveless. Sailed H. M. C. Snipe, Lieut. Purcell.

3. PORTSMOUTH.—Sailed H. M. C. Antelope, Lieut. Loveless, to the Eastward.

SHEERNESS.—Sailed H. M. C. Hope, Lieut. Newton.

LEITH.—Sailed H. M. S. Alligator (28), Capt. C. P. Yorke.

FALMOUTH.—Arrived H. M. P. Plover, Lieut. W. Downey, from New York, and Duke of York, Lieut. R. Snell, from Carthagena, and Wellington, Lieut. W. Lugg, from Vera Cruz.

4. PORTSMOUTH.—Arrived H. M. S. Galatea, (42) Capt. C. Napier, C.B. from Havannah Left 5th of November. Sailed the Wanderer Transport, Lieut. A. Young, to the eastward. Arrived the Countess of Harcourt Transport, Lieut. J. Poad, from Cork.

FALMOUTH.—Arrived H. M. P. Tyrian, Lieut. R. Dwyer, from Brazil.

5. DOWNS.—Sailed H. M. C. Linnet, Lieut. Barnett.

FALMOUTH.—Sailed H. M. P. Spey, W. James, for Carthagena.

6. SHEERNESS.—Arrived H. M. C. Linnet, Lieut. Barnett.

PORTSMOUTH.—Arrived H. M. S. Alligator, (28) Capt. C. P. Yorke.

FALMOUTH.—Sailed H. M. P. Emulous, Lieut. Croke.

7. PORTSMOUTH.—Sailed H. M. Steam Vessel Echo, Lieut. Bissett. Arrived the Supply Transport.

FALMOUTH.—Arrived H. M. P. Stanmer, R. S. Sutton, from Lisbon, and Camden, J. Tilly, from Havannah.

8. PORTSMOUTH.—Arrived H. M. C. Sparrow, (10) Lieut. Moffatt, and Sylvia Transport, Lieut. Wesley.

PLYMOUTH.—Arrived and sailed immediately H. M. Steam Vessel Echo, Lieut. Bissett.

SHEERNESS.—Arrived H. M. Steam Vessel, Confiance, Lieut. Richardson.

9. PORTSMOUTH.—Sailed the Wanderer Transport, Lieut. Young; and Sylvia Transport, Lieut. Wesley. Arrived H. M. Steam Vessel, Echo, Lieut. Bissett.

SHEERNESS.—Sailed H. M. Steam Vessel, Confiance, Lieut. Richardson.

FALMOUTH.—Sailed H. M. P. Rinaldo, Lieut. J. Hill.

10. PLYMOUTH.—Sailed H. M. C. Bramble, (10) Lieut. Haswell.

11. PORTSMOUTH.—Sailed the Industry Transport.

PLYMOUTH.—Arrived H. M. C. Bramble, (10) Lieut. Haswell; and H. M. S. Britomart, (10) Commander Johnson.

12. PORTSMOUTH.—Sailed H. M. S. Alligator, (28) Capt. C. P. Yorke. Arrived the Kains Transport, Lieut. T. Burdwood.

13. SHEERNESS.—Arrived H. M. S. Alligator, (28) Capt. C. P. Yorke.

PORTSMOUTH.—Sailed H. M. C. Snipe, Lieut. Purcell, Arrow, Lieut. Thrackston, and Sparrow, (10) Lieut. Moffatt.

14. FALMOUTH.—Sailed H. M. P. Sandwich, A. Schuyler, for Lisbon.

PORTSMOUTH.—Arrived H. M. Steam Vessel Echo, Lieut. Bissett.

15. PORTSMOUTH.—Arrived H. M. C. Sylvia, Lieut. Morgan.

16. SHEERNESS.—Arrived the Industry, Naval Transport, from Portsmouth.

17. PORTSMOUTH.—Sailed H. M. C. Highflyer, and Echo, Steam-Vessel, Lieut. Bissett.

19. PORTSMOUTH.—Arrived H. M. S. Alacrity (10), Com. J. Nias, from the Mediterranean, and H. M. C. Highflyer.

MISCELLANEOUS.

The Delight (10) was launched at Chatham on the 27th of November. It will be remembered that the former brig of this name foundered off the Mauritius, in 1823, when commanded by Capt. Hay. The present vessel is intended for the Packet Service.

H. M. S. Childers, (10) Commander Morier, was paid off at Chatham on the 20th of November, and recommissioned on the 24th by Commander R. Deans, for the North Sea station. The Childers is now in dock at Chatham.

H. M. S. Raleigh, (18) Commander Sir William Dickson, was paid off at Woolwich on the 4th of December. The Raleigh was commissioned at Chatham in 1826, by Capt. J. W. Dalling, and has since then been employed in the Mediterranean.

H. M. C. Linnet, Lieut. E. Barnett, lately employed in the survey of the coasts of Guernsey and Jersey, under the orders of Capt. M. White, was paid off at Chatham on the 15th of December. The Linnet succeeded the Shamrock in this service, which latter vessel, after several years' employment, was found unfit, and paid off at Plymouth, in the early part of 1828. The Linnet is to be employed as a Tender to H. M. S. Prince Regent, and is now fitting for this service at Chatham.

H. M. S. Undaunted, Capt. Clifford, C.B. sailed for the Western Islands, on the 22d of November.

H. M. S. Rapid, (10) Capt. Swinburne, sailed for the Mediterranean station, on the 26th of November.

H. M. S. North Star, (28) has been commissioned at Portsmouth by Lord William Paget.

H. M. S. Galatea, (42) Capt. Napier, returned to Portsmouth on the 4th of December, from the West Indies. The Galatea sailed from England on the 12th of June, with Commissioner Ayscough and family for Jamaica. The efficacy of the paddles with which she had been fitted, the invention of her commander, has been proved on several occasions during calms.

H. M. S. Pallas, Capt. Fitz-Clarence, with the Earl of Dalhousie, arrived at Rio on the 16th of September, and was to sail immediately for the East Indies. The Pallas sailed from Plymouth on the 20th of July.

The advantageous situation of Milford Haven for communication with the ports of the Atlantic, in addition to its high qualifications as a harbour and facilities for building, is likely to render it of more importance than hitherto. The dockyard, already celebrated as a building yard, is to be extended, and a direct communication by packets with Cork and Dublin to be established.

H. M. S. Bull-dog has been taken into dock and broken up at Portsmouth. She was one of the old class of 16-gun brigs, and built in 1782. The Bull-dog was principally employed in the Mediterranean, and in 1815 was converted into a powder-vessel, since which time she has been lying in Porchester Lake.

A voyage of a scientific nature is fitting out by the Government of the United States. The Southern regions and the Islands of the Pacific Ocean are said to be the principal points of destination.

The deduction of threepence in the pound, for the benefit of the Widow's Fund, from the pay of Naval Officers, is in future to be discontinued. The reason assigned is that the Fund is sufficiently rich.

It has been some time in contemplation to close the dockyard at Deptford, and orders have been sent to the other yards to receive the most valuable of the artificers. The ships building will be completed, and the slips kept in a state of preservation. Reductions are likewise taking place at Plymouth, and throughout the dockyards in some of the offices.

The following Midshipmen have lately passed their examination for Lieutenants at the Royal Naval College:—A Grant, L. F. Coxe, R. K. Jenkins, H. S. Lacon, A. L. Kuper, A. W. Jerningham, W. Morris, W. J. Standbridge, A. J. Tancock, B. J. Sullivan, H. Mann, G. Kenyon, F. W. Lawrell.

PROMOTIONS.

CAPTAINS.

Drinkwater, C. R.
Smith, H.

COMMANDERS.

Booth, J. R.
Douglas, A. J.
Eliott, R.
Gosset, A. *retired.*
Larcom, J. P. D.
Mayne, D.
Nixon, H. S.
Silver, J. *retired.*
Wilson, G. *retired,*

LIEUTENANTS.

Babington, A. G.
Brown, F. T.
Gittings, H.
Godly, C.
Gubzman, J.
Grantham, C.
Hand, G. S.
Hennah, F.
James, H.
Mitchell, W.
Oliver, W. B.
Samuel, W.
Smith, H. S.
White, G.
Wolfe, J.
Young, H. B.

MARINES.—FIRST LIEUTENANT.

Williamson, C. C.

SECOND LIEUTENANT.

Congdon, W.

APPOINTMENTS.

CAPTAINS.

Brien, J. O.	Magnificent.
Paget, Lord W.	North Star.

COMMANDERS.

Deans R.	Childers.
Elliott, R.	Espiegle.
Larcom, J. P. D.	Slaney.
Mayne, D.	Icarus.
Nixon, H. S.	Harpy.

LIEUTENANTS.

Blair, H.	Hyperion.
Bolton, C.	North Star.
Brown, F. T.	Rose.
Buckle, C. H. M.	North Star.
Dooley, D.	Musquito.
Gittings, H.	Espiegle.
Godly, C.	Briton.
Goldsmith, G.	Madagascar.
Guzman, J.	Mersey.
Grantham, C.	Barham.
Hand, G. S.	Shannon.
Hennah, F.	Speedwell.
Jager, T.	Hyperion.
James, H.	Mersey.
Leary, G. A.	Hyperion.
Livingstone, T.	Hyperion.
M'Donald, G. G.	Childers.
Marshal, S.	Hyperion.
Mitchell, W.	Samarang.
Oliver, W. B.	Erebus.
Owen, B. R.	Hyperion.
Pilkington, E.	Winchester. Flag-Lieutenant to Admiral Colpoys.
Samuel, W.	Chameleon.
Shortland, N.	Arachne.
Sherer, J.	Nimble.
Tomlinson, J. W.	Hyperion.
Webb, A.	Hyperion.
White, G. W.	Mersey.
Wolf, J.	Minx.
Worsfield, W.	Childers.
Young, H. B.	Barham.

MASTERS.

Armstrong, J. M.	Winchester.
Mills, J. E.	Hyacinth.

SURGEON.

Falls, W.	Agent at Bristol.

ASSISTANT-SURGEONS.

M'Donald, W. B.	Pylades.
Lewry, J.	Bermuda Hospital.

PURSERS.

Atrill, W. J.	Hyacinth.
Crane, W.	Childers.
Read, R. M.	North Star.

CHAPLAINS.

Eveleigh, J.	Prince Regent.
Falls, J.	Ganges.
Lewis, W.	Shannon.
Pentland, K.	Druid.

MARINES.—FIRST LIEUTENANT.

Spurin, G.	Druid.

SECOND LIEUTENANT.

Holland, J.	Druid.

ANNALS OF THE BRITISH FLEET.

	Lords Commissioners of the Admiralty.		Principal Commanders-in-Chief.
1801. War with France and Spain.	Lord Spencer.	Robert Man.	Portsmouth.—Adm. M. Milbanke.
			Plymouth.—V. A. Sir T. Pasley.
			Cork.—Adm. Sir A. Gardner.
	Lord Arden.	Hon. Wm. Elliot.	Nore.—V. Adm. A. Graeme.
			Downs.—V. Adm. S. Lutwidge.
			Channel.—Adm. Earl St. Vincent.
	Sir P. Stephens.	Evan Nepean, (1st Sec.)	North Sea.—V. Adm. A. Dickson.
			Mediterranean.—V. Adm. Lord Keith, K.B.
	James Gambier.	Wm. Marsden, (2d Sec.)	Cape.—V. Adm. Sir R. Curtis.
			Halifax.—V. A. Sir W. Parker.
	Wm. Young.		Jamaica.—V. Adm. Lord Hugh Seymour.
			Newfoundland.—R. Adm. C. M. Pole.

No. of Ships in Commission at the commencement of the Year, with the Number Launched, Captured, or otherwise lost, during the Year.

Rate.	In Port and fitting.	Home Stations.	West Indies.	America and Newfound.	East Indies and Africa.	Mediterranean.	Total in Commission.	Launched.	Captured.	Wrecked.
Line	38	44	7	2	18	18	127	2	2	1
Frigates	47	43	43	4	21	53	211	4	1	6
Sloops	98	81	36	5	22	28	270	—	8	5

No. of Seamen and Marines as voted for at the commencement of the Year, 110,000.

No. of Commissioned Officers at the commencement of the Year, with the Promotions during the Year.

Rank.	Total.	Promoted.
Flag Officers	120	22
Post Captains	540	38
Commanders	448	57
Lieutenants	2083	198

ACTIONS, AND OTHER REMARKABLE OCCURRENCES.

January 1. The Requin, 12, Lieut. S. Fawell, lost off Quiberon, twenty of the crew made prisoners. Off Brest, La Bombarde, French, taken by the Boadicea, 38, R. G. Keats.—3. The boats of the Melpomene, 44, Sir Charles Hamilton, under the command of Lieut. Deck, cut out of Senegal the Senegal, 16, brig, afterwards destroyed.—6. Off Jamaica, El Reyna Louisa, Spanish schooner, of two guns, taken by the Hind, 28, T. Larkom.—9. The Constitution cutter, 12 guns, Lieut. W. H. Faulkner, was captured, after a gallant resistance, by two French cutters: same day, the Harpy, 18, and Greyhound, revenue-cutter, recaptured her.—15. Off Flamborough Head, Le Voyageur, French privateer, of 14 guns, 47 men, was captured by the Favourite, 16, J. Westbeach.—18. L'Aurore, 16, French corvette, when on her passage to France from the Mauritius, was captured by the Thames, 32, W. Lukin. Off Guadaloupe, the Garland, tender to the Daphne, 20, R. Matson, cut out L'Eclair from her anchorage, under the fire of the batteries of Trois Riviere. Near Cherbourg, La Venus lugger, 14 guns, 36 men, taken by the Jason, 36, J. S. Yorke.—20. Mediterranean, La Sans Pareille, 20, French corvette, taken by the Mercury, 28, T. Rogers.—21. Mediterranean, the Caroline, 36, W. Bowen, in company with the Salamine, 16, captured a Xebec, laden with arms.—26. Channel, the Active, 38, J. Gifford, captured Le Quinola, 14, French.—28. On the Downs Station, the King George, 12, Lieut. W. J. Pearce, captured the Flibustier, French cutter. La Curieuse, French corvette, taken off Leeward Islands, by Bourdelois, 28, T. Manby, foundered shortly after.—29. The Inundiary, French schooner, R. D. Dunn, 14, captured by Admiral Gantheaume's squadron.—31. Lisbon Station, the Santa Victoria, Spanish lugger, 6, taken by the Netley, 16, Lieut. J. Main.

February 1. The Charming Molly cutter, D. Sheriff (master), foundered at sea. Coast of France, the Larcher cutter, 12, Lieut. R. Forbes, captured by a French privateer, of 16 guns.—5. Off Coast of Portugal, L'Oiseau, 36, S. H. Linzie, Sirius, 36, R. King, and Amethyst, 38, J. Cooke, captured La Dedaigneuse, 36. On Channel Station, Le Juste, 14 guns, 50 men, captured by the Amelia, 44, Hon. C. Herbert.—10. The Sprightly cutter, Lieut. R. Jump, captured by Admiral Gantheaume's squadron.—11. Channel, L'Espoir, French lugger, 6 guns, 23 men, captured by the Lady Charlotte, 12, Lieut. G. Morris. St. Josef, Spanish privateer, pierced 14 guns, 44 men, captured by Netley, 16, Lieut. J. Meir.—13. The Success, 32, S. Peard, captured by Admiral Gantheaume's squadron. Le Sans Peur, 6 guns, 50 men, taken by Argus, Lively, and Viper, cutters.—14. The Telegraph, 16, Lieut. C. Corsellis, supposed to have foundered at sea in a gale. Off Cape St. Croix, La Victoire, 10 guns, 110 men, captured by the boats of the Heldin, 36, J. Phillips.—16. Irish Station, the Moucheron, 16 guns, 130 men, taken by the Revolutionnaire, 44, T. Twiysden. Mediterranean, La Furieuse, 6 guns, 1200 stand of arms, captured by the Minorca, 16, G. Miller.—18. L'Adelaide, French privateer, taken by the Pigmy.—19. Off Ceuta, the Phœbe, 36, R. Barlow, after a chase of three hours and a-half, brought the French frigate, L'Africaine of 44, to close action, which lasted upwards of two hours, when she struck; Saurrier, chief of the division, and most of the officers and about two hundred men were killed, the captain and one hundred and forty-three men wounded. Phœbe, one man killed, first lieutenant Mr. Holland, Mr. Griffiths (master), and ten men wounded.—20. In Quiberon Bay, the boats of the Excellent, 74, Hon. R. Stopford, captured L'Arc, French cutter.—23. Channel, the Buonaparte cutter, 16 guns, 44 men, captured by the Nimble, 14, Lieut. James Lloyd.—27. At Ancona, Bull dog, B. Daires, taken.

March 1. On Channel Station, the Swan cutter, 14, Acting Lieut. J. Luckraft, captured Le Vengeur, French lugger.—2. North Sea Station, the Cobourg brig, 14, Acting Lieut. M. Wright, captured Le Bien Venu, 14, French.—5. Irish Station, Dryad, 36, C. J. M. Mansfield, captured Le Premier Consul (since called the Scout), pierced 24 guns.—11. Atlantic Ocean, Le General Bessieres, schooner, pierced 14 guns, captured by the Hussar, 38, Lord Garlies.—12. North Sea, L'Optemeste, 14, captured by the Favourite, 16 guns.—15. Mediterranean, L'Achille, 6, taken by El Corso, 18, W. Ricketts, and Pigmy cutter.—16. Near Yarmouth, the Invincible, 74, Rear-Admiral T. Totty, struck on Hasborough Sand, and lost. The admiral with one hundred and twenty-five men saved. Captain J. Rennie, and rest of the crew perished.—23. India, La Gloire, 10 guns, 111 men, taken by the Albatross, 18, W. Waller.—28. Downs, La Vengeance lugger, 14, taken by the Gannet, 16, James Cotgrave.—29. Coast of France, Le Pluton cutter, taken by Sheerness, 12, Lieut. J. H. Talbot. Lisbon Station, Le Huron, 14, taken by the Earl Spencer privateer, J. Stewart.

April. West Indies, La Babel, 20, J. Mainwaring, supposed to have foundered. South America, La Legère, 24, T. C. Quinton, cast away near Carthagena, crew made prisoners.—5. Channel, Le Mascarade schooner, 12, taken by the Fortunee, 44, Lord A. Beauclerc.—6. At Sea, the Cambrian, 40, Hon. A. K. Legge, captured L'Audaceux, 14 guns.—9. Channel, the Amethyst, 36, J. Cooke, captured Le General Brune, 14. East Indies, the Laurette, 26, taken by the Arrogant, 74, E. O. Osborn. Off Beachy Head, the Stag cutter, 14, Lieut. J. Irwin, captured Le Poisson Volant, 14 guns, 55 men, French privateer.—12. Channel, Le Brave, lugger, 14, taken by the Arethusa, 38, T. Walley.—13. Channel, Le Furie, 14 guns, 64 men, taken by Endymion, 44, P. C. Durham.—14. Channel, La Laure brig, 14 guns, 78 men, taken by the Immortalité, 44, H. Hotham.—17. L'Antechrist lugger, 14 guns, 60 men, taken by the Favourite sloop, 16, J. Westbeach. Mediterranean, La Superb, taken by the Vincego, 18 guns.—18. Off Portland, Le Petit Pirate, 4 guns, taken by the Greyhound revenue-cutter.—20. Near Jersey, Le Renard lugger, 10, taken by the Fortunee, 44, Lord Beauclere, in company with the Trent, 36, Sir E. Hamilton, and the Dolphin, 14, Lieut. Jarrett.—21. Off Portland, Le Prefect de la Manche lugger, 16, taken by the Sheerness cutter, 14, Lieut J. H. Talbot.

May 1. Coast of France, Le Dorad, 14, taken by the Jason, 36, Lieut. Woodley Losack, acting.

Channel, the Jupiter, 16, taken by Leda, 38, G. Hope.—8. Atlantic, Le Bougainville, French brig, taken by the Eurydice, 28, W. Bathurst.—10. Bay of Biscay, L'Heureux, 14, taken by the Amelia, 44, Hon. C. Herbert.—16. Flambrough Head, the Victoire cutter, 14, taken by the Lady Ann brig, 16, Lieut. J. Lake. Near Pontevedra, the boats of the Naiad, 38, W. H. Ricketts, and the Phaeton, 38, J. N. Morris, cut out the El Raposo (armed packet), Spanish, from under a battery.—27. Mediterranean, the Corvesse, with dispatches, taken by the El Corso, 18, W. Ricketts.—28. West Indies, L'Egypte, French schooner, 16, taken by L'Heureux, 24, L. O. Bland.

June. La Forte, 50, L. Hardyman, lost in the Red Sea, crew saved.—7. Off Vigo, the Venture, Spanish lugger, taken by the Constance, 24, Z. Mudge.—8. El Duides, Spanish cutter, captured by the same ship.—9. Mediterranean, the Kangaroo, 18, G. C. Pulling, in company with the Speedy, 14, Lord Cochrane, sunk a 20 gun zebec, and two gun-boats, under the fire of the battery of Oropesa.—9. The Meleager, 32, Hon. T. B. Capel, wrecked on the triangles, in the Gulf of Mexico, crew saved.—23. Le Tigre, 8, captured by the boats of the Mercury, 28, T. Rogers, in company with the Corso, 18, W. Ricketts.—24. Mediterranean, the Swiftsure, 74, B. Hollawell, captured by Admiral Gantheaume's squadron. Mediterranean, the Speedy sloop, Lord Cochrane, taken by the French Admiral Linois' squadron.—29. Cape St. Vincent, El Golondrina, Spanish, taken by the Pasley, 16, Lieut. W. Wooldridge. Off Cape Tresforcas, El Atamaria, Spanish schooner, captured by the same vessel.

July 5. Five gun-boats destroyed off Algesiras, by Sir J. Saumarez's squadron. The Hannibal, 74, S. Ferris, taken by Admiral Linois' squadron, under the batteries of Algesiras.—7. The Augustus, Lieut. Scott, wrecked in Plymouth Sound.—12. Near Cadiz, the San Antonio, 74, one of the combined French and Spanish squadron, under Admiral De Moreno, and Linois, was taken by Admiral Sir J. Saumarez's squadron.—21. The boats, commanded by Lieuts. Keith Maxwell, and W. Losack, of the Doris, 36, Charles Brisbane, the Beaulieu, 40, S. Poynz, and the Uranie, 36, W. H. Gage, captured, by boarding, La Chevrette, 20, French corvette, under the batteries in the Bay of Cameret, in sight of the combined French and Spanish fleet.—21. The Jason, 36, Hon. J. Murray, wrecked in St. Maloes, crew made prisoners, afterwards burnt by the boats of the Clyde, 38, under the command of Capt. C. Cunningham. The Iphigenia, 32, H. Stackpole, was burnt at Alexandria.—27. Channel, L'Invention, 24, French, taken by the Immortalité, 36, H. Hotham, and Arethusa, 38, T. Wolley.—Near Cape Ortegal, El Cantara, 12, Spanish lugger, taken by the Constance, 24, Z. Mudge, and the Stork, 18, W. Parker.

August 3. Off Elba, the Carriere, 44, French, taken by the Pomone, 44, E. L. Gower, and the Phœnix, 36, L. W. Halstead, and the Pearl, 32, S. J. Ballard.—10. Quiberon Bay, L'Eveille, by the Atalante's boats.—11. West Indies, The Lowestoffe, 32, R. Plampin, lost on the Isle of Heneaga.—18. West Indies, Il Teresa, 18 guns, 120 men, Spanish schooner, taken, after a severe action of one hour and a-half, by the Gauchapin brig, S. Bulcher.—19. India, La Chiffone, 42, taken by the Sybille, 44, Charles Adam.—20. Near Etaples, Coast of France, the boats of the vessels under orders of Capt. J. Rose, destroyed two launches and three gun-boats, one gun boat taken. The boats of the Diamond, 38, the Fisgard, 44, and the Boadicea, 38, captured El Neptune, Spanish, and one gun boat.

September 2. Mediterranean, the Success, 32, retaken by the Pomone, 44, E. L. Gower, the Phœnix, 36, L. W. Halstead, and La Minerve, 44, G. Cockburn. The Bravoure, 46, was driven on shore by the same squadron, and wrecked. At the capitulation of Alexandria, were taken by the Cause, 64, the Justice, 46, No. 1, (Venetian) 26, the Egyptienne, 50, the Regenere, 32, No. 2, (Venetian) 26.—5. Indian Ocean, La Fleche, 22, destroyed by the Victor, 18, G. R. Collins, after three days chace and a gallant action.—15. Coast of Spain, the Baptiste, 8, Spanish, taken by the Millbrook schooner, 18, Lieut. M. N. Stark.—16. Mediterranean, the Bull-dog, 18, retaken by Champion, 24, Lord W. Stewart.—18. Off Portugal, L'Enfant du Carnival, 14, taken by the Defence, 74, Lord H. Paulet.—24. Coast of Peru, the Limeno brig, 18, Spanish, taken by the Chance privateer, 16, W. White.

October 1. Near Orfordness, La Racroieuse lugger, 13, French, taken by the Viper Excise cutter—25. South side of Cuba, the Bonetta, 18, T. New, lost on the Jardins. Near Guernsey, the Cockchafer lugger, V. Philpot, and the Friendship, were lost in a gale, crew saved.

November. Mediterranean, L'Utile, 18, E. J. Canes, upset in a gale, crew perished.—13. At a court-martial, held at Portsmouth, President Sir T. Pasley, Bart. to try Vice-Admiral Sir William Parker, Bart. late Commander-in-Chief in the River St. Lawrence, for various charges, were of opinion, that he was justified in sending the America and Cleopatra to the West Indies; but was indiscreet in the detailed instructions to their Captains, for their return within the limits of their station; but the general character of the Vice-Admiral precludes the idea of his being guided by any motive unconnected with the good of the service, and therefore adjudge him to be acquitted.

Amount of Enemy's Ships Captured or Destroyed.—Line, 1 French, 3 Spanish; Frigates, 8 French; Sloops, 13 French, 3 Spanish; Privateers, 45 French, 10 Spanish.

DISTRIBUTION OF THE ARMY ON THE 1st JANUARY, 1830.

Regiments and Corps.	Service Companies or Troops.	Reserve Companies.	Year of going on Foreign Service.	Year of returning from Foreign Service.	Whence returned.
1st Life-gds.	Regent's Park	. . . . .	. .	1816	France
2d do. . .	Hyde Park	. . . . .	. .	1816	Ditto
Royal Horse-guards .	Windsor .	. . . . .	. .	1816	Ditto
1st Drag.-gds.	Longford .	. . . . .	. .	1816	Ditto
2d do . .	Cahir . .	. . . . .	. .	1818	Ditto
3d do . .	Coventry .	. . . . .	. .	1814	Spain
4th do . .	York . .	. . . . .	. .	1813	Portugal
5th do . .	Canterbury .	. . . . .	. .	1814	Spain
6th do . .	Dorchester			1808	Buenos Ay.
7th do . .	Ipswich			1799	Holland
1st Dragroons	Manchester .	. . . . .	. .	1814	Spain
2d do . .	Badlincollig	. . . . .	. .	1816	France
3d do . .	Sheffield .	. . . . .	. .	1818	France
4th do . .	Bombay .	. . . . .	1822		
6th do . .	Dundalk	. . . . .	. .	1816	France
7th Light Drag.	Newbridge .	. . . . .	. .	1818	France
8th do . .	Dublin . .	. . . . .	. .	1823	Bengal
9th do . .	Nottingham	. . . . .	. .	1813	Portugal
10th do . .	Hounslow .	. . . . .	. .	1828	Portugal
11th do . .	Bengal . .	. . . . .	1819		
12th do . .	Edinburgh .	. . . . .	. .	1828	Portugal
13th do . .	Madras . .	. . . . .	1819		
14th do . .	Leeds . .	. . . . .	. .	1814	Spain
15th do . .	Coventry .	. . . . .	. .	1816	France
16th do . .	Bengal . .	. . . . .	1822		
17th do . .	Dublin . .	. . . . .	. .	1823	Bombay
Rl. Wag. Train	Croydon .	. . . . .	Detachments various periods		
Gr. Gds. 1st bat.	Portman Street	. . . . .	. .	1828	Portugal
2d bat.	Knightsbridge	. . . . .	. .	1818	France
3d bat.	Windsor	. . . . .	. .	1818	France
Coldst. 1st bat.	Dublin	. . . . .	. .	1814	France
2d bat.	Westminster	. . . . .	. .	1818	France
3d ditto 1st bat.	Tower	. . . . .	. .	1814	France
2d bat.	King's Mews	. . . . .	. .	1828	Portugal
1st Foot, 1st bat.	Trinidad .	Fort George .	1826		
2d bat.	Madras . .	Tilbury Fort	1807		
2d do . .	Bombay .	Shorncliff .	1825		
3d do . .	Bengal . .	Tilbury Fort .	1823		
4th do . .	Newry . .	. . . . .	. .	1828	Portugal
5th do . .	Galway . .	. . . . .	. .	1826	Dominica
6th do . .	Bombay .	Upnor Castle .	1821		
7th do . .	Malta . .	Hull . . .	1825		
8th do . .	Dublin . .	. . . . .	. .	1824	Cephalonia
9th do . .	Belfast . .	. . . . .	. .	1827	Trinidad
10th do . .	Zante . .	Kinsale . .	1826		
11th do . .	Corfu . .	Wexford . .	1826		
12th do . .	Gibraltar .	Londonderry .	1823		
13th do . .	Bengal . .	Chatham . .	1822		
14th do . .	Ditto . .	Ditto . . .	1807		

Regiments and Corps.	Service Companies or Troops.	Reserve Companies.	Year of going on Foreign Service.	Year of returning from Foreign Service.	Whence returned.
15th Foot .	Quebec . .	Castlebar . .	1827		
16th do . .	Bengal . .	Chatham . .	1819		
17th do . .	Chatham .	. . . . .	. .	1823	Bengal
18th do . .	Corfu . .	Plymouth . .	1821		
19th do . .	Barbadoes .	Youghall . .	1826		
20th do . .	Bombay .	Chatham . . .	1819		
21st do . .	Mullingar .	. . . . .	. .	1827	St. Vincents.
22d do . .	Jamaica .	Tralée . . .	1826		
23d do . .	Gibraltar .	Brecon . . .	1823		
24th do . .	Quebec . .	Carlisle . .	1829		
25th do . .	Demerara .	Edinburgh .	1826		
26th do . .	Madras . .	Chatham . .	1828		
27th do . .	Grenada .	Jersey . . .	1819		
28th do . .	Cork . . .	. . . . .	. .	1829	Corfu
29th do . .	Mauritius .	Plymouth . .	1826		
30th do . .	Gosport . .	. . . . .	. .	1829	Madras
31st do . .	Bengal . .	Dover . . .	1825		
32d do . .	Dublin . .	. . . . .	. .	1825	Corfu
33d do . .	Jamaica .	Naas . . .	1822		
34th do . .	Halifax, N. S.	Mullingar . .	1829		
35th do . .	St. Lucia .	Jersey . . .	1820		
36th do . .	Birr . . .	. . . . .	. .	1826	Corfu
37th do . .	Enniskillen	. . . . .	. .	1825	Quebec
38th do . .	Bengal . .	Chatham . .	1818		
39th do . .	N. S. Wales	Harwich . .	1827		
40th do . .	Bombay .	Chatham . .	1824		
41st do . .	Madras . .	Dover . . .	1822		
42d do . .	Gibraltar .	Paisley . .	1823		
43d do . .	Gibraltar .	Devonport .	1825		
44th do . .	Bengal . .	Deal . . .	1822		
45th do . .	Madras . .	Chatham . .	1819		
46th do . .	Madras . .	Chatham . .	1813		
47th do . .	Isle of Wight	. . . . .	. .	1829	Bengal
48th do . .	Madras . .	Deal . . .	1817		
49th do . .	Bengal . .	Chatham . .	1822		
50th do . .	Blackburne	. . . . .	. .	1827	Jamaica
51st do . .	Corfu . .	Portsmouth .	1821		
52d do . .	Halifax, N. S.	Portsmouth .	1823		
53d do . .	Gibraltar .	Naas . . .	1829		
54th do . .	Madras . .	Chatham . .	1819		
55th do . .	Cape . .	Inverness . .	1821		
56th do . .	Birr . . .	. . . . .	. .	1826	Mauritius
57th do . .	N. S. Wales	Landguard Fort	1825		
58th do . .	Ceylon . .	Armagh . .	1828		
59th do . .	Weedon .	. . . . .	. .	1829	Bengal
60th do 1st bat.	Limerick .	. . . . .	. .	1828	Portugal
2d bat.	Portsmouth	. . . . .	. .	1829	Berbice
61st do . .	Ceylon . .	Ballinrobe .	1828		
62d do . .	Limerick .	. . . . .	. .	1823	Halifax, N.S.
63d do . .	N. S. Wales	Chatham . .	1829		
64th do . .	Dublin . .	. . . . .	. .	1828	Gibraltar
65th do . .	Barbadoes .	Spike Island .	1829		
66th do . .	Quebec . .	Boyle . . .	1827		
67th do . .	Chester . .	. . . . .	. .	1826	Bombay
68th do . .	Upper Canada	Fermoy . .	1818		

Regiments and Corps.	Service Companies or Troops.	Reserve Companies.	Year of going on Foreign Service.	Year of returning from Foreign Service.	Whence returned.
69th Foot .	Athlone .	. . . . .	. .	1826	Madras
70th do . .	Templemore	. . . . .	. .	1827	Canada
71st do . .	Kingston .	Berwick . .	1824		
72d do . .	Cape . .	Drogheda . .	1828		
73d do . .	Gibraltar .	Spike Island .	1827		
74th do . .	Bermuda .	Buttevant . .	1818		
75th do . .	Fermoy . .	. . . . .	. .	1824	Gibraltar
76th do . .	Templemore	. . . . .	. .	1827	Canada
77th do . .	Jamaica .	Clonmel . .	1824		
78th do . .	Ceylon . .	Aberdeen . .	1826		
79th do . .	Montreal .	Burnley . .	1825		
80th do . .	Corfu . .	Sunderland .	1820		
81st do . .	Bermuda .	Guernsey . .	1821		
82d do . .	Mauritius .	Chatham . .	1819		
83d do . .	Glasgow .	. . . . .	. .	1829	Ceylon
84th do . .	Jamaica .	Cork . . .	1827		
85th do . .	Malta . .	Devonport .	1821		
86th do . .	Barbadoes .	Buttevant . .	1826		
87th do . .	Manchester.	. . . . .	. .	1827	Bengal
88th do . .	Cephalonia .	Tralee . . .	1825		
89th do . .	Madras . .	Chatham . .	1807		
90th do . .	Corfu . .	Ft. Cumberland	1820		
91st do . .	Jamaica .	Londonderry .	1822		
92d do . .	Kilkenny .	. . . . .	. .	1827	Jamaica
93d do . .	Antigua .	Stockport . .	1823		
94th do . .	Gibraltar .	Plymouth . .	1824		
95th do . .	Malta . .	Portsmouth .	1824		
96th do . .	Halifax N. S.	Plymouth . .	1824		
97th do . .	Ceylon . .	Waterford . .	1825		
98th do . .	Cape . .	Kilrush . .	1825		
99th do . .	Mauritius .	Cork . . .	1825		
Rifle B. 1st bat.	Halifax, N. S.	Dover . . .	1825		
2d bat.	Malta . .	Devonport .	1826		
Rl. Staff Corps	Blythe . .	. . . . .	Detachments various periods.		
1st West India Regiment	Trinidad .		Colonial Corps.		
2d ditto . .	N. Providence				
Ceylon Rifle Regiment .	Ceylon . .				
Cape Mounted Riflemen	Cape . .				
Royal African Colon. Corps	Sierra Leone				
Rl. Newfoundland Veteran Company	Newfoundland				
Rl. New South Wales Vet. Company	N. S. Wales				
Royal Malta Fencibles	Malta . .				

	Principal Staff at Head-Quarters.	Principal Commanders-in-Chief, and Governors abroad.
1798.	Secretary-at-War.—Right Hon. W. Windham.	East Indies.—Lieut.-Gen. Sir Alured Clarke, K.B.
	Commander-in-Chief,* Field-Marshal H. R. H. the Duke of York, K.G.	Jamaica and its Dependencies.—Lieut.-Gen. Earl Balcarras.
	Adjutant-General.—General Sir W. Pawcett, K. B.	North America.—Lieut.-Gen. H. R. H. Prince Edward, K.G.
	Quarter-Master-General—General George Morrison. Lieut.-Gen. David Dundas.	Leeward Islands.—Lieut.-Gen. Henry Bowyer, from 8th May; Lieut.-Gen. Thomas Trigge, from 22d November.
	Master-General of the Ordnance.—Gen. Marquis Cornwallis, K. G.	Minorca—Gen. the Hon. Sir Charles Stuart, K.B.
	Lieut.-General of the Ordnance.—Gen. Hon. Sir W. Howe, K. B.	Cape of Good Hope.—Earl Macartney.
		St. Domingo.—Brig.-Gen. the Hon. Thomas Maitland.
		Gibraltar.—Gen. Charles O'Hara.

Total Number of Troops maintained by the Country, including Militia, Fencibles, and the India Forces 167,631

Expense of ditto, ditto . . . . . £ 6,152,607 18 6

DISTRIBUTION OF THE REGULAR FORCES.

Great Britain, Jersey, and Guernsey	48,609
Plantations, Gibraltar, Portugal, Cape of Good Hope, and New South Wales .	30,018
East Indies (four regiments of Light Dragoons and fifteen regiments of Foot) .	22,174

DISTRIBUTION OF THE EFFECTIVES OF THE ARMY IN IRELAND.†

	Field Officers.	Captains.	Subalterns.	Staff.	Quartermasters, Serjeants, Trumpeters, and Drummers.	Rank and File.
Cavalry	80	102	268	92	588	7675
Infantry	161	441	1077	247	3482	30,810

Recruited	21,457
Discharged on account of wounds . . .	7772
Killed or died in the service	4008
Foreign Troops in the service of Great Britain	4807
Expense of ditto	£226,083 11 5
Volunteer Cavalry	10,190

MILITARY PENSION LIST.

48	Widows of Colonels	at £50	per annum	£2400
30	. . . . Lieutenant-Colonels	40	. . . .	1200
28	. . . . Majors	30	. . . .	840
179	. . . . Captains	26	. . . .	4654
194	. . . . Lieutenants	20	. . . .	3880
193	. . . . Ensigns, &c.	16	. . . .	3168
6	. . . . Physicians and Purveyors . . .	30	. . . .	180
5	. . . . Staff Surgeons and Apothecaries .	26	. . . .	130
683				£16,452

* His Royal Highness's commission as Commander-in-Chief is dated the 4th April in this year: previously, his appointment was "Field-Marshal on the Staff."

† According to a return of the Troops employed in Ireland, whether Cavalry, Infantry, Artillery, Militia, or District Corps, during 1797, 1798, and 1799, the numbers were as under:—

					District Corps.		
Year.	Cavalry.	Infantry.	Artillery.	Militia.	Cavalry.	Infantry.	Total.
1797	5777	12,600	1406	22,358	5370	31,484	78,995
1798	7689	16,416	1706	22,455	8644	34,577	91,487
1799	5903	19,057	1787	21,223	13,216	52,866	114,052

MILITARY ACHIEVEMENTS AND OCCURRENCES, AND CHRONOLOGICAL EVENTS OF THE ARMY.

Feb. 22. In consequence of the dismissal of the Duke of Norfolk from the command of the 1st West York Militia, the Officers addressed the Prince of Wales to become their Colonel, but which his Royal Highness, from a number of insuperable objections, very handsomely declined.—**26.** Lieut.-Gen. Sir Ralph Abercromby declared in public orders, that "the very disgraceful frequency of Courts-Martial, and the many complaints of irregularities in the conduct of the troops in Ireland, had too unfortunately proved the army to be in a state of licentiousness, which must render it formidable to every one but the enemy."—**27.** A mutiny broke out on board the fleet at the Cape of Good Hope, which was quelled by the spirited exertions of Gen. Dundas and the military. All the batteries were manned, and upwards of 100 pieces of cannon were loaded and pointed at the Admiral's ship; the furnaces were heated, and red hot balls were ready to pour into and sink the Tremendous, which was at anchor before the Amsterdam barracks, in case the mutineers should refuse to deliver up the delegates, with the ringleaders, and return to obedience. A proclamation was issued, and only two hours allowed for the mutineers to consider whether they would return to their duty or not. When they found that it was positively determined to sink the ship in case of a refusal, the signal of submission was hoisted, and the delegates given up.

March 19. Dublin proclaimed in a state of insurrection.

April 30. Brig.-Gen. the Hon. Thomas Maitland concluded a Treaty with Gen. Toussaint L'Ouverture, for the evacuation* of St. Domingo by the British troops, and such of the French Colonists as chose to follow the fortune of his Majesty's arms.

May 19. A force† under the command of Major-Gen. Eyre Coote, landed early in the morning at Ostend, when the town was attacked on the sea-side by a squadron under Sir Home Popham. The works between Ostend and Bruges were destroyed, and also a number of boats destined for the invasion of England. The troops‡ had retreated, and were ready to re-embark by twelve o'clock the same morning, with the loss of only one rank and file killed, but found it impossible, from the wind having increased, and the surf running so high, as entirely to prevent their regaining the boats, upon which they took up a position on the sand-hills above the reach, where they lay the whole of the day and night upon their arms. The enemy taking advantage of the length of time and the night, collected in very great force, and soon after daybreak on the 20th, attacked the British on every side, and Major Gen. Coote was under the necessity of surrendering. On this occasion Major-Gen. Coote was wounded; Lieut.-Col. Hely, 11th Foot, killed; and Col. Campbell,§ 2d Foot Guards, badly wounded (died of his wounds).—**20.** The Hon. Col. Finch dangerously wounded in the groin whilst exercising some companies of the Foot Guards, by some combustible matter fired from a musket on Barham Downs.—**23.** The rebellion breaks out in Ireland.—**24.** Hostilities commenced between the Irish rebels and the King's troops at Naas.—**28.** A party of one hundred men of the North Cork Militia cut off by the rebels at Enniscorthy; Col. Foote and two privates only escaped. Soon after the rebels made themselves master of Wexford and Enniscorthy.

June 4. The Irish rebels defeated a detachment under Col. Walpole, near Slievebay Mountain. The Colonel was killed by a shot in the head in the beginning of the action, when his corps being in a situation where it could not act with advantage, it was forced to retreat to Arklow.—**5.** Major-Gen. Johnson,‖ after a hard fought action, defeated the rebels at New Ross, with the loss of 300 left

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* Alternate defeats and triumphs terminated, on the whole, to the advantage of the natives; who, besides the immense and almost incalculable superiority of their numbers, were aided by the powerful alliance of climate, the possession, and a thorough knowledge of the country, and by gradual experience in arms. A handful of British soldiers were unable to do more than to exhibit many and brilliant examples of discipline and bravery. For, in these too, the mulattoes and negroes made a rapid progress, and soon learned to baffle European tactics, and to defy all the wealth and other resources of civilized nations.

† It consisted of two companies of Light Infantry, Coldstream Guards, two ditto 3d Foot Guards, 11th Regiment of Foot, 23d and 49th flank companies, with six pieces of ordnance.

‡ "His Majesty's Guards, conspicuous upon all occasions, on this service have added to their former laurels."—DISPATCH.

§ "The loss of this invaluable officer to the service is irreparable, and by his country ever to be lamented."—DISPATCH.

‖ Gen. (now Sir Henry) Johnson served during the American war, and was then severely wounded in the head. At the battle of Ross, the General had two horses shot under him, and narrowly escaped being killed by a cannon-ball from one of the adjoining hills, whilst he was reconnoitering the enemy's approach. At one period of the battle, from the continual influx of fresh rebels, it became utterly impracticable for the King's troops to maintain their ground; and notwithstanding the exertions of Johnson, who threw himself into the thickest of the action, and whenever the men began to waver gallantly placed himself in their front, and led them on, necessity and discretion pointed out the propriety of a retreat. For the purpose of affording to the infantry an opportunity of retreating with some regularity, the 5th or Royal Irish Dragoons were ordered to charge the numerous body of rebels, armed with pikes from ten to twelve feet long, and experienced in the practice of those formidable weapons. The instructions to the rebels were to pierce the horse in the flank, and thus obtain an easy conquest over the rider, who naturally fell, embarrassed by the plunging of his horse, and the disordered

dead on the spot. "That brave officer, Lord Mountjoy,* fell early in the contest."—DISPATCH.—9. A large body of rebels attacked Major-Gen. Needham's post at Arklow, and were driven back with great loss.† Fifteen hundred of the Insurgents at Donegoor Hill left the camp, broke and destroyed their arms, and returned to their allegiance.—10. A body of rebels having assembled near Saintfield, they were attacked by a detachment under Col. Stapleton, who at first suffered some loss, but he afterwards put the rebels to flight. Major-Gen. Sir Charles Asgill attacked with 300 men a rebel camp at the Roar, near Ross, which he completely dispersed; 50 men were killed and their leader. —12. Major-Gen. Nugent attacked and defeated the rebels in a very strong position behind Ballynahurch. Above 400 rebels were killed in the attack and retreat, and the remainder were dispersed all over the country. Malta capitulates to the French under Bonaparte on their passage to Egypt.—20. Brig.-Gen. Moore defeated a numerous detachment of the Wexford rebels near Fook's Mill.‡ —21. Lieut.-Gen. Lake defeated the rebels at Vinegar Hill.§—26. Major Gen. Sir Charles Asgill gains a decisive victory over the insurgents at Kilconnel Hill, near Gore's Bridge, Kilkenny. Father Murphy, their leader, and upwards of 1000 men, were killed; 10 pieces of cannon, and great quantities of ammunition, arms, and cattle, were taken.

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state of his accoutrements. In this conflict the heavy squadron were almost entirely cut to pieces or disabled. The Quarter-Master with difficulty made his retreat, accompanied only by nine men, to the opposite side of the river, whither the infantry had retired and formed. By this time Johnson's force was diminished more than one half. Perceiving, however, that the rebels had neglected to follow up their advantage, he exhorted his troops in a well-timed speech to recover their ground, and concluded by desiring such as were willing to *conquer or die* with their General to follow him. An awful silence prevailed for a few minutes, after which the Quarter-Master, and the few men belonging to the 5th Dragoons who were able to sit on their horses, pressed eagerly forward, exclaiming, "They were willing to shed the last drop of their blood in support of their General, and to revenge their fallen comrades." A shout of applause issued from every part of the column, and terminated with three cheers, and a general cry of "God save the King! and success to Gen. Johnson." Under such auspices of accordant zeal and animating affection, it was not difficult for Johnson to restore the fortune of the day. Ross was instantly retaken, and a dreadful carnage ensued; and on the day following, above 2000 of the rebels' carcases were removed from the town. We have entered into this detail to show the important service of a regiment that we shall have to notice in our next number, as undergoing a censure and disgrace the most singular that has occurred in the military history of Great Britain.

* A nobleman, whose domestic virtues shed a mild radiance over the stronger-marked traits of his character as a soldier and a statesman. He fell at the head of his regiment, the County of Down Militia, covered with wounds, and with his expiring breath exhorted his men to persevere in the defence of their King and country.

† This battle, next to that of Ross, was the most desperate that occurred during the rebellion.

‡ The insurgents, at one time, had made a considerable impression upon our forces, and had actually taken possession of a part of our artillery. This, however, was soon afterwards recovered, with considerable loss on the part of the enemy, by some companies of light infantry belonging to the Irish Militia. The latter were led on in a most spirited and gallant manner by Major Daniel, late of the 41st Regiment. This brave officer effected that important service, and continued to animate and encourage his men, although he could himself have small hopes of enjoying the victory. He received a mortal wound early in the action. He had signalized himself in every climate: he was wounded in the East Indies, on the Continent, and at St. Lucie, where, at the head of the grenadiers he commanded, he gallantly stormed a fortress.

§ The battle of Ross may unquestionably be said to have decided, in some degree, the fate of the rebellion, but it still remained for the gallantry of the King's troops to complete the business by the signal defeat that the insurgents sustained at Vinegar Hill. About 10 minutes before 4, A.M. Johnson's brigade commenced the attack against Vinegar Hill, while Gen. Lake, who had advanced the preceding day from the neighbourhood of Baltinglass, with a considerable body of troops, began to cannonade the enemy from an opposite direction. The conflict had continued several hours, when the different batteries on the hill ceased firing, and the enemy appeared to be in much confusion. In consequence of this visible impression upon their line, the grenadiers and light infantry of Lake's division, supported by some cavalry, came into close action with the rebels. During this seasonable operation, Johnson's brigade stormed the town of Enniscorty, upon the river Slaney, immediately at the foot of Vinegar Hill, where the insurgents were posted in considerable force. They had fortified the bridge, the market-place, and other public buildings; and a most galling fire was kept up upon the King's troops from the houses and bye streets. In the commencement of the attack, a strong detachment of light infantry, which, with some artillery, had penetrated into the town, was beat back with much slaughter, and with the loss of their guns, ammunition, &c. But notwithstanding this disaster, and before the enemy could avail himself of it, a reinforcement of King's troops, with more artillery, escorted by cavalry, forced its way into the town, retook the guns, &c. and dislodged the rebels with considerable carnage. A junction of the Royalists having by this time taken place, the hill was abandoned, and the enemy fled with consternation on all sides. The 5th Dragoons, being the eldest regiment present, led the charge into the town when the cannon was retaken. Thus, at Ross and Vinegar Hill, the 5th, or Royal Irish Regiment of Dragoons, gave signal proofs of bravery, and of their attachment to the British Government; their conduct at Arklow was equally praiseworthy.

July 6. The Wicklow insurgents completely dispersed by the united forces of Gen. Needham and Sir I. Duff.

August. 22. A French army* of 1000 men, under Gen. Humbert, landed in Killala Bay, Ireland, and took possession of Killala, making the Bishop, a detachment of the Prince of Wales's Fencibles, and some yeomen, prisoners.—26. The British possessions at Honduras attacked by a Spanish force, but repulsed with loss by Lieut.-Col. Baron and Capt. Ross, R.N.—27. The French troops attacked and defeated Gen. Lake at Castlebar, before his forces were collected, and compelled him to retire with the loss of six pieces of cannon.

September 4. The Marquis Cornwallis, Lord Lieutenant of Ireland, advanced against the French at Castlebar, who retreated to Sligo, leaving behind them 200 stand of arms, between 40 and 50 barrels of gunpowder, a quantity of pikes, and their sick and wounded.—6. The Limerick Militia and some detachments of British Fencibles defeated by the French at Colcony.—8. The French, after sustaining the attack of a column of the Marquis Cornwallis's army, under Lieut.-Gen. Lake, surrendered at Ballinamuck,† at discretion. "The perseverance with which the soldiers supported the extraordinary marches which were necessary to stop the progress of the very active enemy does them the greatest credit, and Lord Cornwallis heartily congratulates them on the happy issue of their meritorious exertions."—GENERAL ORDERS.—23. The Irish rebels driven from Killala, and 270 barrels of gunpowder captured at the head-quarters of the French commander. This proved a decisive blow to the rebellion.—30. Col. Burke and Major Bellow executed for high treason.

November 15. The Island of Minorca surrendered to Lieut.-Gen. the Hon Charles Stuart and Commodore Duckworth. "The support I have experienced from Major-Gen. Sir James St. Clair Erskine, Brig.-Gens. Stuart and Oakes, the exertion of Lieut.-Col. Richard Stewart, my Adjutant-General, the zeal, spirit, and perseverance, of both the officers and men of the different regiments under my command, have eminently contributed to the success of the expedition, and authorise me to represent their services as highly deserving his Majesty's most gracious approbation."—DISPATCH.—£2,826,323 voluntary contributions in aid of the war, besides £130,322 15s. remitted from the British Settlements at Bengal.—27. Leave was given for a Bill to be brought into Parliament for continuing, for a time to be limited, the Act of the 38th of his Majesty, enabling his Majesty to avail himself of the voluntary offers of the British Militia to serve out of the kingdom.

December 3. Capt. R. S. Dickson, R.N. of La Victorieuse, with Major Lawrell and the Royal Rangers, attack Rio Caribe, and Gurapano, destroy the forts, and bring off the guns. "I never saw more cool courage displayed than by Major Lawrell, Lieuts. Case and M'Rensey, and the soldiers and seamen under their command, by attacking two forts with 70 men, defended at least by 300."—DISPATCH.—29. Provisional Treaty of Subsidy between England and Russia, for employing 45,000 men against France.

OBITUARY, 1798.

Jan. 16. Gen. Sir John Dalling, K.B. Colonel 37th Foot.
June 16. Major-Gen. William Crosbie, Colonel 22d Foot.
Aug. 21. Lieut.-Gen. Sir Adam Williamson, K.B. Colonel 72d Foot.

GAZETTES.

MILITARY PROMOTIONS, &c.

FROM NOV. 24 TO DEC. 25.

WAR-OFFICE, NOV. 26.

LONDON GAZETTE, NOV. 27.

Memorandum.—The h. p. of the under-mentioned officers has been cancelled from the 27th inst. inclusive, upon their receiving a commuted allowance for their commissions:—Staff Surg. Surtees William Clarence, h. p.; Lieut. Philip Bize Entwistle, h. p. 84th Ft.; Lieut. Peter Donald, Hohne, h. p. 96th Ft.; Lieut. Sylvanus Jones. h. p. 5th Ft.; Lieut. Lloyd Henry de Ruvynes, h. p. 50th Ft.

FRIDAY, DEC. 11.

The h. p. of the undermentioned officers has been cancelled from the 11th inst. inclusive, upon their receiving a commuted allowance for their commissions:—Ens. Orlando Charles Tipton, h. p. 56th Ft.; Ens. William Henry Wilson, h. p. 39th Ft.; Ens. Francis Henry Burslem, h. p. unatt.; Ens. Charles Graham, h. p. 1st Ft.; Adjt. William M'Cullough, h. p. 101st Ft.; Lieut. George Henry Layard, h. p. 83th Ft.; Lieut. Thomas Gee, h. p. 49th Ft.; Lieut. Thomas Millward Oliver, h. p. 93d Ft.

Hospital Staff.—Dr. Charles Farrel, Brevet Inspector of Hospitals, from h. p. to be Deputy Inspector of Hospitals.

OFFICE OF ORDNANCE, DEC. 10.

Erratum in the Gazette of the 20th of October last.—Corps of Rl. Eng.—For Gent. Cadet Peter H. Wright, to be Second Lieut., read Gent. Cadet Peter Robert Wright, to be, &c.

* The total suppression of the rebellion, which the decisive action at Vinegar Hill gave reason to expect, was for a time retarded by the arrival of this force.

† Ninety-six French officers, including Gens. Humbert, Sarazin, and Fontaine, 746 non-commissioned officers and soldiers, and 100 horses were taken.

WAR-OFFICE, Dec. 14.

TUESDAY, DEC. 15.

2d Regt. Life Gds.—James Ogilvy Fairlie, Gent. to be Cornet, and Sub-Lieut. by p. vice Franklen, who ret.

Rl. Regt. Horse Gds.—Corporal Carter Fairbrother, to be Quartermas. vice Speed, who ret. upon full-pay.

5th Regt. Dr. Gds.—Lieut. John Lewis Hampton, to be Capt. by p. vice Hay, who ret.; Cornet Charles James Radclyffe, to be Lieut. by p. vice Hampton; Francis Parnell Hovenden, Gent. to be Cornet, by p. vice Radclyffe.

1st Regt. Drs.—Lieut.-Gen. Lord Robert Edward Henry Somerset, K.C.B. from 17th Lt. Drs., to be Colonel, vice Gen. Garth, dec.

7th Regt. Lt. Drs.—To be Captains—Capt. Charles Crespigny Vivian, from h. p. vice James Winsloe Philips, who exc. re. the diff.; Capt. Sir Simeon Henry Stuart, Bart. from h. p. 9th Lt. Drs., vice Robert Pringle, who exc. re. the diff.

10th Lt. Drs.—Capt. Thomas William Giffard, from h. p. 7th Dr. Gds. to be Capt. vice Lord James Fitz-Roy, who exc. re. the diff.

17th Lt. Drs.—Major-Gen. Sir John Elley, K.C.B. to be Colonel, vice Lord R. E. H. Somerset, app. to the command of 1st Drs.

2d Regt. Foot.—Major John MacMahon, from 59th Ft. to be Major, vice Waring, who exc.

4th Ditto.—Lieut. James Gordon, to be Capt. by p. vice Nickle, who ret.; Ens. Thos. Faunce, to be Lieut. by p. vice Gordon; Henry Zouch, Gent. to be Ens. by p. vice Faunce.

15th Ditto.—John Hamilton Gray, Gent. to be Ens. by p. vice O'Grady, prom.

17th Ditto.—Capt. James William Bouverie, to be Major, by p. vice Bachlan, who ret.; Capt. Philip Macpherson, from h. p. to be Capt. vice Bouverie; Ens. John H. Allez, to be Lieut. by p. vice Des Vœux, prom.; John Rose Holden, Gent. to be Ens. by p. vice Allez.

22d Ditto.—Capt. Philip George Wroughton, from h. p. to be Capt. vice William Abraham Le Mesurier, who exc. re. the diff.

26th Ditto.—Lieut. James Sweeney, from h. p. New South Wales Vet. Comps. to be Lieut. vice Carthew, whose app. has not taken place.

36th Ditto.—Lieut. Charles Montagu Burrows, from Rl. African Colonial Corps, to be Lieut. vice Smith, prom.

37th Ditto.—Capt. John Rutledge Kell, to be Major, by p. vice Bruce, who ret.; Lieut. William Cuninghame, to be Capt. by p. vice Kell; Ens. Edward Willis, to be Lieut. by p. vice Cuninghame; William Smelt, Gent, to be Ens. by p. vice Willis.

39th Ditto.—Ens. John Willock, from h. p 3d Ft. to be Ens. vice Nathaniel Reid, who exc.

50th Ditto.—Lieut. John Foy, to be Capt. by p. vice Kyle, who ret.; Ensign William L. Tudor, to be Lieut. by p. vice Foy; George Foskett, Gent. to be Ens. by p. vice Tudor.

51st Ditto.—Staff-Surg. James Dickie Millar, from h. p. to be Surg. vice Ricketts, who has ret. from the service.

59th Ditto.—Major Henry Waring, from 2d Ft. to be Major, vice MacMahon, who exc.

61st Ditto.—Assist.-Surg. John Molyneux, from h. p. Rl. African Corps, to be Assist.-Surg.

64th Ditto.—Lieut. Hugh Davidson, from h. p. to be Lieut. vice Alex. John M'Pherson, who exc. rec. the diff.

66th Ditto.—Lieut.-Gen. Sir William Anson, K.C.B. to be Colonel, vice Gen. Nicholls, dec.

Ceylon Regiment.—Lieut.-Col. Charles Arch. Macalester, from h. p. to be Lieut.-Colonel, vice Bird, dec.; William English FitzEdward Barnes, Gent. to be Lieut. without p. vice Roddy prom.

Unattached.—Lieut. Henry Des Vœux, from 17th Ft. to be Capt. of Inf. by p.; Ens. Thomas O'Grady, from 15th Ft. to be Lieut. of Inf. by p.

FRIDAY, DEC. 18.

10th Regt. Lt. Drs.—Lieut. Robert Gifford, to be Capt. by p. vice T. W. Giffard, who ret.; Cor. Duncombe Pyrke, to be Lieut. by p. vice Giffard; John Rowley, Gent. to be Cor. by p. vice Pyrke.

1st Regt. Foot.—Paym. Wm. Granville Sharp, from Rl. African Colonial Corps, to be Paym. vice Grant.

20 Ditto.—Lieut. Jas. Palmer, from h. p. Rl. York Rangers, to be Lieut. vice Stephens, app. to Rifle Brigade.

22d Ditto.—Lieut. John A. Mackey to be Capt. by p. vice Wroughton, who ret.; Ens. Robert Bayly, to be Lieut. by p. vice Mackey; John Chalmers, Gent. to be Ens. by p. vice Bayly.

33d Ditto.—Lieut. Hugh Massy, from 99th Ft. to be Lieut. vice Hornsby, app. to the 91st Foot.

42d Ditto.—Capt. Hugh Andrew Fraser, to be Major without p. vice Malcolm, dec.; Lieut. Donald M'Kay, to be Capt. vice Fraser; Ens. Colin Campbell, to be Lieut. vice M'Kay.

46th Ditto.—Thomas Wm. Bremner, Gent. to be Ens. by p. vice Sweeting, who ret.

47th Ditto.—Lieut. Henry Wm. Egerton Warburton, from 69th Foot, to be Lieut. vice Atherton, prom.

48th Ditto.—Ens. Gordon Skelly Tidy to be Lieut. by p. vice Finly, who ret.: John Massy, Gent. to be Ens. by p. vice Tidy.

63d Ditto.—Lieut.-Col. Francis Battersby, from h. p. to be Lieut.-Col. vice Holman Custance, who exc. r. the diff.

69th Ditto.—Lieut. John O'Meara, from 2d West India Regt. to be Lieut. vice Warburton, app. to 47th Foot.

74th Ditto.—Lieut. Thomas O'Grady, from h. p. to be Lieut. vice George Gore, who exc. r. the diff.

83d Ditto.—Major Hon. Henry Dundas, to be Lieut.-Col. by p. vice Cother, who ret.; Capt. Botel Trydell, to be Major by p. vice Dundas; Lieut. John Harrison, to be Capt. by p. vice Trydell; Ens. Henry Stephen George Bowles, to be Lieut. by p. vice Harrison; Hon. Robert Clifford, to be Ens. by p. vice Bowles.

99th Ditto.—Lieut. Wm. Henry Rogers, from h. p. Cape Regt. to be Lieut. vice Massy, app. to 33d Foot.

91st Ditto.—Lieut. Wm. Wilson Hornsby, from 33d Foot, to be Lieut. vice Richard Webb Foskey, who ret. upon h. p. Cape Regt.

97th Ditto.—Brevet-Major John Tyler, to be Major by p. vice Pattison, prom.; Lieut. Fred. Contart Barlow, to be Capt. by p. vice Tyler; Ens. Charles Nagel, to be Lieut. by p. vice Bar-

low; John Gillow, Gent. to be Ens. by p. vice Nagel.

Rifle Brigade.—Lieut. Francis Hearle Stephens, from 20th Foot, to be Lieut. vice Robert Dering, who ret. upon h. p. Royal York Rangers.

2d West India Regt.—Lieut. Colin Buchanan, from h. p. Royal York Rangers, to be Lieut. vice O'Meara, app. to the 60th Foot.

Unattached.—Major Alexander Hope Pattison, from 97th Foot, to be Lieut.-Col. of Infantry, by p.—The under-mentioned Lieut. actually serving upon f. p. in a Regt. of the Line, whose commission is dated in the year 1811, has accepted prom. upon h. p. according to the General Order of 27th Dec. 1826: To be Capt. of Infantry, without p. Lieut. John Atherton, from the 47th Foot.

Memoranda.—The under-mentioned officer has been allowed to retire from the Service, by the sale of an Unattached Lieut.-Colonelcy.—Lieut.-Col. Henry Cox, of the Royal Marines.

1st Regt. of Rl. Surrey Militia.—Thomas George Carey Riley, Esq. to be Capt.

Rl. Mid Lothian Yeomanry.—Major Lord Elcho, to be Lieut.-Col. vice Sir John Hope, prom.; Earl of Morton, to be Major, vice Lord Elcho, prom.; Lieut. John Bonar, to be Capt. vice W. Young Herries, res.; Cor. Wm. R. Ramsay, to be ditto, vice Sir Francis Walker Drummond, res.; Lieut. Adam Hay, to be ditto, vice Robert Cockburn, res.; Lieut. Peter Ramsay, to be ditto, vice Thomas Newton, res.; James Walker Drummond, Gent. to be Cor. vice Ramsay, prom.

FRIDAY, DEC. 25.

Rl. Regt. Horse Gds.—Second Lieut. Hon. W. F. Cowper, from the Ceylon Regt. to be Cornet, by p. vice R. S. Gascoigne, who ret.

6th Regt. Drs.—Serj. F. M'Dowell, to be Quartermast. vice Dickson, dec.

7th Regt. Lt. Drs.—Lieut. Christopher Tower, to be Capt. by p. vice Sir Simeon Henry Stuart, who ret.; Cornet Philip Thomas Herbert Wykeham, to be Lieut. by p. vice Tower; Serjt.-Major Thomas Paterson, to be Adjt. with the rank of Cornet. vice Tower.

10th Lt. Drs.—Lieut. William Octavius Ward, from 12th Ft. to be Lieut. vice Vandeleur, who exc.

1st Regt. Foot.—Ens. John Gray Wilson, to be Lieut. without p. vice William Munro Mackenzie, dec.; Frederick Augustus Wetherall, Gent. to be Ens. vice Wilson.

12th Ditto.—Lieut. George Vandeleur, from 10th Lt. Drs. to be Lieut. vice Ward, who exc.

24th Ditto.—Assist.-Surg. Percy Fitzpatrick, from h. p. 51st Ft. to be Assist.-Surg. vice O'Toole, ret. upon h. p.

25th Ditto.—Lieut. William Dean, from ret. list of 1st Rl. Vet. Battalion, to be Paymast. vice Martin Macleod, who reverts to his former h. p.

Ceylon Regiment.—William Dickson, Gent. to be Second Lieut. by p. vice Cowper, app. to the Rl. Horse Gds.

Memorandum.—The half-pay of the under-mentioned officers has been cancelled from the 25th inst. inclusive, upon their receiving a commuted allowance for their commissions:—Ens. Hon. George Francis Robert Harris, h. p. unatt.; Lieut. Thomas John Neill, h. p. unatt.; Ens. Owen Wynn Grey, h. p. 7th Garrison Battalion; Lieut. Joseph Atkinson, h. p. 95th Ft.; Lieut. Henry Ross Lewin, h. p. 70th Ft.; Lieut. Henry Bouthillier, h.p. Canadian Voltigeurs; Ens. Thomas Lewen, h. p. 30th Ft.; Cornet Peter Nicholas de Carteret, h. p. 12th Lt. Drs.; Ens. Nathaniel Reid, h. p. 3d Ft.; Ens. Henry Dely, h. p. 87th Ft.; Lieut. Beauchamp Colclough Urquhart, h. p. 71st Ft.; Ens. Edward Noel, h. p. unatt.; Lieut. William Henry Bourne, h. p. 21st Ft.; Ens. Carden Terry Williams, h. p. 92d Ft.

Staffordshire Regiment of Yeomanry Cavalry.—Lieut.-Col. Edward John Littleton, Esq. to be Lieut.-Col.-Commandant, vice Monckton, res.; Major Thomas Viscount Anson, to be Lieut.-Col. vice Littleton, prom.; Capt. Edward Monckton, to be Major, vice Viscount Anson, prom.

CHANGES IN STAFF APPOINTMENTS.

Lieut.-Col. Churchill, h. p. to be Aid-de-Camp to Lieut.-Gen. Sir E. Barnes, Governor of Ceylon.

Major Dundas, Rl. Art. to be Mil. Sec. to Lieut.-Gen. Sir L. Cole, Governor of the Cape of Good Hope.

Major R. Macdonald, h. p. to be Aid-de-Camp to Major-Gen. Sir John Keane, Lieut.-Governor of Jamaica.

Surg. Short, to be Surg. to the Forces, in the Bristol District, vice Surg. Hilson.

Col. F. Cockburn, 2d West India Regt. to be Superintendent at Honduras, vice Major-Gen. Edward Codd, dec.

ROYAL ARTILLERY APPOINTMENTS.

Lieut.-Col. Gamble, to be Principal Commandant of the Ordnance Department at Malta, vice the Hon. Col. Gardener.

Lieut.-Col. Power, to command the Northern District, Ireland, vice Lieut.-Col. Armstrong.

Lieut.-Col. Lloyd, to the Chief command of the Rl. Art. at the Cape of Good Hope, vice Lieut. Stokes.

ROYAL ENGINEERS.

Capt. Hustler commands the Rl. Engineers in Dublin, until a successor is appointed to the late Lieut.-Gen. Fyers.*

A considerable reduction in the Staff of the West Indies has lately taken place, which includes 1st Assistant-Adjutant-General, 2d Assistant, and 1st Deputy-Assistant-Quarter-Master-General; and two Majors of Brigades, one at Demerara, and the other at Antigua.

* Major-Gen. Pilkington, not Col. Darnford, is expected to succeed General Fyers as chief of the Engineer Department in Ireland.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Sept. 15th. At Ellen's Lodge, near Inverness, the Lady of Claudius Shaw, Esq. late of the Royal Artillery, of a daughter.

Nov. 22. At Portsmouth, the lady of Lieut. Thomas Carey, R.N. of a son.

Nov. 26th. At Belmont, near Cork, the Lady of Major Clarke, 46th Regiment, of a son.

At Richmond Barracks, Dublin, the Lady of W. Bampfield, Surgeon 32d Regiment, of a daughter.

Dec. 5th. At Castlebar, Ireland, the Lady of Capt. A. Davis, 15th Regiment, of a daughter.

Dec. 9th. At Portsea, the Lady of Lieut. S. P. Pritchard, R.N. Agent for Transports, of a son.

Dec. 9th. At Wickham, Hants, the Lady of Lieut. Wainwright, R.N. of a son.

In Sloane Street, London, the Lady of Lieut. John Blood, 68th Regiment, of a son.

At Teignmouth, the Lady of Lieut.-Gen. Slade, of Marsell House, Somersetshire, of a son.

Dec. 13th. The Lady of Mr. William Harris, Purser, R.N. of a daughter.

At Mousley-Hurst House, the Lady of Lieut.-Col. Sir Dudley St. Leger Hill, of a daughter.

At Huntingdon Lodge, Dumfriesshire, the Lady of Capt. Lennock, R.N. of a son.

At the Grove, Sussex, the Lady of Capt. Dixie, R.N. of a daughter.

At Maidstone, the Lady of Lieut.-Col. Tod, of a son.

Dec. 19th. The Lady of Lieut. G. Snell, of his Majesty's Ship Gloucester, of a daughter.

Dec. 20th. At Stonehouse, the Lady of Lieut.-Col. Bainbridge, of a son.

Dec. 23d. At Ryde, the Lady of Capt. Lock, R.N. of a son.

Dec. 23d. In London, the Lady of Capt. H. Barkley Henderson, of the Bengal Army, of a son.

MARRIED.

Nov. 18th. At St. George's, Hanover-square, Lieut. W. C. Webber, R.N. to Catherine, only daughter of the late Col. George Mason.

Nov. 18th. Lieut. Charles Witham, R.N. to Jane, third daughter of John Hoy, Esq. of Stoke by Nayland, Suffolk.

Nov. 21st. At Sidmouth, Capt. James Winsloe Phillipps, of the 7th Hussars, son of the late Thomas Phillipps, Esq. of Collepriest, Devon, to Catherine Aurora, only daughter of the late Col. James A. Kirkpatrick, of the Hon. East India Company's Service, formerly resident at Hyderabad.

Nov. 23d. At Weymouth, Lieut. Robert Holden, 4th Dragoon Guards, to Margaret eldest daughter of the late Col. Wardell, of Belvedere, Weymouth.

Nov. 25th. At Newport, Isle of Wight, Lieut. Hewitt, R.N. to Miss Barlow.

At Edlaston, Capt. Richard Graves Polwhele, Hon. East India Company's Madras Artillery, to Louisa Frances, only daughter of the Rev. Robert Greville, of Winstone Grove, Derbyshire.

At Falmouth, Capt. W. H. Champion, of the 55th Regiment, to Fanny fourth daughter of Henry Williams, Esq.

Dec. 1st. At Plymouth, Major W. Elliott, of the 29th Regiment, to Miss Moore.

Dec. 9. In London, Commander Henry Boleter, R. N. to Miss H. Bellingham, niece of the late Sir W. Bellingham, Bart.

In London, Captain John Blenkinsopp Coulson, Grenadier Guards, eldest son of Colonel Coulson, of Blenkinsopp, in the county of Northumberland, to Juliana Elizabeth, only child of the late Rev. Edward Dawkins, of Portman square.

At Gloucester, Major Buck, of the 98th Regiment, to Elizabeth, eldest daughter of Edmund Sandys Lechmere, Esq. late of Hereford.

Dec. 15th. At St. George's, Hanover Square, Capt. J. W. Cuthbert, 2d Life Guards, to the Hon. Jane Graves.

Lieut. Dawson Warren, R.A. to Elizabeth Sarah, second daughter of Wm. Stockley, Esq. of Corkagh, county of Dublin.

Dec. 22d. At Weymouth, Major-Gen. Cole, to Ann Sheke, daughter of the late Rev. S. Payne, Rector of Wyke and Portland.

In London, Lieut.-Col. Craigie, of the Ferrybank, Fife, to Harriet, widow of the late Lieut.-Gen. Macintyre, of the Bengal Artillery.

DEATHS.

Oct. 29th, 1829. Lieut.-Col. Ditmas, of late Royal Invalids, Beverley, Yorkshire.

June 9th. Major Lamont, 49th Foot, on board the Royal George, on passage from India.

CAPTAINS.

Oct. 24th, 1828. Temple, 14th Foot, on board the Euphrates, on his passage to Europe.

April 10th, 1829. Mylius, Ceylon Regiment, Ceylon.

Oct. 15th. Thompson, half-pay, 87th Foot.

Nov. 16th. Amtel, half-pay, 94th Foot, Guernsey.

Aug. 24th. De Glan, half-pay, Sicilian Regiment, Warendorf, Westphalia.

March 26th. Lieut. Simpson (Adj.), 49th Foot, Berhampore, Bengal.

Cornet Southbrook, half-pay 23d Dragoons.

QUARTER-MASTERS.

Oct. 3d. H. Smith, half-pay, 18th Dragoons, and Pendennis Local Militia.

March 3d. Clarke, half-pay, Somerset Fencible Cavalry, Sibsey, Lincoln.

July 31st. Chaplain Carter, half-pay, 105th Foot, Mountfield, Sussex.

October 28th. Deputy-Inspector Crumpe, half-pay, Maidstone.

SURGEONS.

Sept. 13th. Jones, late half-pay, Ordnance Medical Department, St. Dogmell's.

Nov. 6th. Slow, half-pay, Royal Horse Guards, London.

Deputy-Purveyor J. Mould, half-pay.

Lately in Scotland, Sir John Reid, Bart. Superannuated Commander, R.N.

Mr. Alexander M'Coy, Purser, R.N.

In London, Lieut. J. C. Tucker, R.N.

In London, Mr. M'Leod, late Assistant-Surgeon of his Majesty's ship, Druid.

At Bath, Lieut. J. Henderson, R.N.

Dec. 6th. At Dinan, in France, Commander John Gardiner M'Bride M'Killop, R.N. (1814).

At Banlehan, County of Cork, in the 61st year of his age, Lieut.-Gen. Richard O'Donovan, late of the 6th Dragoons. Major-Gen. Richard O'Donovan was appointed a Cornet in the 6th Dragoons, in 1789. He served on the Continent from 1st April, 1794, to the 31st Dec. 1795, and was present at all the principal actions wherein the British army was engaged. The 14th June, 1813, he rose to the rank of Major-General.

Dec. 3d. At his house in Chichester, in the 89th year of his age, General Oliver Nicholls, Colonel of the 66th Regiment. General Nicholls entered the service on the 22d of November, 1756, as an Ensign in the 1st Regiment of Foot, and was appointed on the 4th of March, 1760, a Lieutenant. He went in 1768 to Gibraltar, was promoted on the 23d of June, 1773, to a company, and returned in 1775 to England. He went out to the West Indies in 1780, and served on board the fleet till the capture of St. Eustatius, when he was employed by the late Sir John Vaughan, to inspect and report upon the books of those who styled themselves English merchants; he afterwards was sent home with his report to the Secretary of State. He obtained on the 14th of March, 1781, a Majority in his regiment; was promoted in Feb. 1787, to a Lieutenant-Colonelcy; and in June 1787, was removed to the 45th Regiment of Infantry. He embarked in March 1789, to join his regiment in the West Indies; and commanded the troops in the Island of Grenada nearly three years, under General Matthew, then Commander-in-Chief in the West Indies. He received on the 1st of March, 1794, the rank of Colonel in the army; returned in the same year to England, and embarked again in December for the West Indies, where he was appointed Brigadier-General, and also Quarter-Master-General. He was sent immediately after to the Island of Grenada, then in a state of insurrection, and succeeded in restoring that colony to order and tranquillity. He was appointed on the 20th of May, 1795, Colonel of the 4th West India Regiment; obtained on the 3d of May, 1796, the rank of Major-General, and was placed on the Staff of the West Indies. After subduing the rebellion in Grenada, he returned to England, and was appointed to the Home Staff, in which he continued till he was removed to the Staff of the East Indies, and subsequently to the chief command at Bombay. He received, on the 25th of Sept. 1803, the rank of Lieutenant-General, and returned to England. He was next placed on the Staff of the Kent district, was appointed on the 19th of July, 1807, Colonel of the 54th Foot, was removed on the 3d of August, 1808, to the 66th Regiment, and was raised on the 4th of June, 1813, to the rank of General.

Dec. 7th. Suddenly, at his residence in the Island of Jersey, Philip Pipon, Esq. Captain in the Royal Navy, aged 58, after a short illness of eight days' duration.

Dec. 11th. At his seat, Stowell Lodge, Wilts, Admiral Sir George Montagne, G.C.B. aged 80.

Dec. 11th. At his seat in Hampshire, Lieut.-Gen. Sir Henry Clinton, G.C.B., G.H.C., K.T.S., and Colonel of the 3d Regiment of Foot.

At his house, Athole Crescent, Edinburgh, Col. William Douglas Hunter Knox, of the Hon. East India Company's Service.

Dec. 14th. At Birkin, near Ferrybridge, Lieut.-Col. William Smith, of the 1st West York Militia.

Dec. 15th. At Windsor, aged 90, John Kinsey, Esq. formerly Lieutenant-Colonel of the 1st or Royal Dragoons.

Dec. 15th. At Brompton, Major-Gen. Edward Codd.

Dec. 20th. In Berkeley Square, Gen. Lord Charles Fitzroy, of Wicken, Northamptonshire, Colonel of the 48th Regiment.

Lieut.-Gen. R. Bingham, of the 3d Foot.—Lieut.-Gen. Bingham entered the service on the 5th of Oct. 1787, as an Ensign in the 17th Regiment of Foot, and obtained in May 1790, a Lieutenancy and the Adjutancy. He raised a company in May 1793, in Ireland, with which he was sent to Chatham, where it was drafted. He was promoted, on the 31st of Oct. 1793, to a company in the 102d Foot; to a Majority in Feb. 1795, and to a Lieutenant-Colonelcy on the 16th of Sept. 1795. The regiment was drafted the 24th of Sept. following, and this officer remained unattached till placed on half-pay in the beginning of 1798. He was sent, in July 1798, to Alderney, to take the command of the forces stationed there, and remained till July 1799, when he was placed on the full pay of the 6th West India Regiment, and removed in August to the 9th Foot. He embarked on the 1st of Aug. and joined the expedition under Sir James Pulteney, and afterwards that under Sir Ralph Abercrombie. He returned in December to Lisbon, and in March, 1801, to England. He was again placed on half-pay on the 24th of Oct. 1802, and was appointed on the 9th July, 1803, to the 3d Foot. He obtained, on the 25th of Sept. 1803, the rank of Colonel, and on the 25th of July, 1804, was placed on the Home Staff, on which he continued till the 24th June, 1806. He was appointed in 1808 to the Staff in Ireland, and remained there till the 25th May, 1809, when he was removed to the Staff at Malta. He was subsequently employed on the Staff of the Sussex district. He was raised on the 25th July, 1810, to the rank of Major-General, and on the 4th of June, 1814, to that of Lieutenant-General.

Dec. 24th. At Portobello, N.B. Vice-Admiral Fraser, aged 82.

Capt. Quilliam, whose death we recorded in our last number, was a singular instance of those freaks of fortune called "luck." He was brought by Sir E. Gower from before the mast—promoted to a lieutenancy, because two were wanting in the Triumph—made upwards of £5000 Prize Money almost immediately after, by the capture of a Spanish Treasure ship, on the 17th Oct. 1799, by the Ethalion Frigate, of which he was Third Lieutenant—was accidentally on board the Victory at Trafalgar, and through Nelson's death, superseded the followers, and jumped at once to Post Captain.

*** We have great pleasure in contradicting the report of the death of Lieut.-Col. Nicholls, the Civil Governor of Fernando Po, which we inserted in our last on the authority of a Country Newspaper, and which was stated to have taken place on the 14th of September last. Letters written by Colonel Nicholls on the 20th of Sept. have been received, at which time he had perfectly recovered from the fever, and was in good health.

METEOROLOGICAL REGISTER,

KEPT AT THE OBSERVATORY OF CAPT. W. H. SMYTH, AT BEDFORD.

NOV. 1829.	Six's Thermometer.		At 3 P.M.			Pluviameter Inches.	Evaporator Inches.	Winds at 3 P.M.
	Maxim. Degrees.	Minim. Degrees.	Barom. Inches.	Thermo. Degrees.	Hygrom. Parts.			
☉ 1	44·2	39·0	29·83	42·1	509	·009	·080	N.W. fr. ga. beautiful day.
☽ 2	48·0	39·5	29·85	45·0	582	0·10	·050	N.W. to S.W. fr. brz. & squally
♂ 3	44·0	41·4	29·87	44·0	657	·008	·050	S.W. cloudy and threatening.
☿ 4	47·6	43·8	29·44	47·6	791	·005	·080	S.S.W. fresh steady breeze.
♃ 5	51·0	44·8	29·75	49·2	620	·140	·100	S.W. lt. br. clouds mounting.
♀ 6	49·3	46·0	29·67	48·3	685	·005	·010	S.W. by W. a gale driving sand.
♄ 7	49·0	44·8	29·69	48·0	632	·060	·010	S.W. to N.W. steady br. bl. wr.
☉ 8	50·0	41·8	29·74	44·3	640	·022	·015	W. by N. fresh brz. & cloudy.
☽ 9	44·8	41·6	29·81	44·1	701	·008	·020	W.S.W. gl. abating cl. lie high.
♂ 10	48·0	42·3	29·80	48·0	680	·009	·020	N.W. fresh brz. clouds rising.
☿ 11	49·5	43·0	29·78	48·8	696	·120	·020	W.S.W. blowing fresh.
♃ 12	50·1	42·5	29·84	49·0	743	1·030	·020	S.W. lt. br. cloudy throughout.
♀ 13	51·0	43·1	29·90	49·2	768	1·100	·020	S.W. lt. winds & unifrm. cloudy.
♄ 14	50·1	44·2	29·80	48·0	725	·120	·060	N.W. fr. br. & squally, threat.
☉ 15	49·0	43·1	29·71	49·0	682	·230	·080	N. by E. gale, wr. very chang.
☽ 16	43·2	40·8	29·94	43·2	664	·120	·090	E.N.E. fr. br. with passing clds.
♂ 17	43·5	37·2	30·03	39·6	691	·002	·050	N. W. blowing fresh.
☿ 18	40·5	37·6	30·09	40·5	705	·162	·050	N. lt. br. very fine with few clds.
♄ 19	40·0	34·2	30·09	40·0	715	ice	....	W. lt. br. fine aft. haze cld. away.
♀ 20	41·6	33·0	30·09	40·2	716	ice	....	W. by N. haze soon dissipated.
♄ 21	42·0	31·2	29·98	32	734	ice	....	S.W. lt. airs, haze did not cl. up.
☉ 22	38·4	34·0	29·50	38·4	778	ice	....	N.E. fr. ga. clds. low & hazy.
☽ 23	38·5	34·5	29·52	38·5	766	·170	·100	N. by E. hard gale.
♂ 24	41·3	31·5	29·40	35·0	761	·045	ice	N. still a gale, & less blue sky.
☿ 25	37·0	33·0	29·52	36·2	783	ice	....	N.E. light breezes, snow.
♃ 26	38·3	35·0	29·63	36·4	792	·243	....	E.N.E. lt. airs, some snow thd.
☿ 27	40·0	37·5	29·56	40·0	807	·041	·010	N., W. nearly calm, thick fog.
♄ 28	40·5	37·2	29·58	40·5	804	·010	·020	W. by S. lt. airs & calms, very fog.
☉ 29	40·8	37·8	29·60	40·8	805	·016	·020	S.W. nearly calm, exceed. foggy
☽ 30	41·2	37·0	29·62	41·2	810	·006	·010	N N E. lt. airs, clds. monotonous

THE MAROON WAR.

THE histories of detached corps and isolated vessels, and the personal narratives of individual officers and men, of which we are enabled to give so many interesting specimens in the United Service Journal, have all the elements of the old heroic tales, with the addition of the humanity and regulated feelings of civilized life, and with that high spirit of military gallantry and pride, which is justly the glory of the present age. The partisan warfare in the revolutionary contest of America is replete with interest, but the attention of Europe has been more recently absorbed by the Guerilla exploits of the Tyrol, and the Peninsula. There is, however, upon record, a war sustained by savages against disciplined troops, in a manner more extraordinary than any with which we are acquainted. We allude to the Maroon war of Jamaica. The Maroons were totally ignorant of combined movements and discipline: they were not commanded by men of education, capable of imparting the latter and comprehending the former; nor were they stimulated by patriotism, or made enthusiasts by religion. In all these respects they were totally different from the Guerillas. Their war was produced solely by a love of plunder, and of a life alternating between the most torpid indolence and the most daring enterprise, to obtain the necessaries of existence. They had no cannon, nor cavalry; their arms consisted of swords and muskets without bayonets, but with these they effected what is almost incredible.

The white and the slave population of Jamaica formed a mere belt, extending round the coasts. The interior of the island is a mountainous scene of wild and savage nature. It abounds with immense rocks, with rugged acclivities, and often with sides absolutely perpendicular. In these rocks there are numerous fissures and small glens of luxuriant herbage, presenting, perhaps, the most romantic and sublime scenery in the world. The whole interior of the island abounded in immense forest trees, or was covered with brushwood, and with a gigantic herbage, capable of concealing any number of men. The thorny brambles often rendered whole tracts of country impassable, except to the Maroons, who cut narrow passages through them, or who, upon their hands and knees, could travel underneath them for miles. These sub-labyrinths, intricate, tortuous, and dangerous in the extreme, had been made by the wild hogs, and through them the Maroons travelled upon all-fours, until coming to an opening, their unerring muskets picked off our videttes and sentries, and totally destroyed our outposts, without our men seeing the enemy by whom they were sacrificed.

It is obvious that no country could be more favourable to savage warfare. In the centre of the island, from east to west, ran three parallel lines of glens, called cockpits. In each parallel, these natural basins were bounded by stupendous rocks, and communicated with each other by fissures, irregular, narrow, steep, and rugged. The rocks fencing the cockpits to the south were almost inaccessible in every place, whilst those to the north were absolutely perpendicular. Most of these cockpits abounded with majestic trees, and the soil, watered by innumerable rills, was luxuriant in the extreme.

The Maroons were the descendants of the aboriginal inhabitants, and of negroes who had fled from their Spanish masters into the inte-

rior, when we captured the island in 1655. Their numbers had been increased by runaway slaves of every description, but particularly by the restless, brave, and ferocious African tribe of the Coromantees. Among the Maroons was a class with jet black complexions and regular handsome features. The whole tribe of Maroons, however, were tall, well made, and athletic; and when the Duke of Kent, after their surrender and shipment to Halifax, inspected them, he pronounced them the most extraordinarily fine body of men he had almost ever seen. Their feats of strength and agility surprised our officers. They could climb trees like monkeys, and could ascend rocks, and bound from crag to crag, where our most active soldiers could not approach. Their keenness of eye was most extraordinary; and so acute was their sense of hearing, that with their ears to the ground, they would detect our movements at a distance, at which theirs to us were totally inaudible. Patient of hunger and fatigue, they could select nutritious roots and herbs from the many which in that climate were deemed poisonous; whilst our ignorance prevented our discriminating the one from the other, and consequently deprived us of the use of all. Almost every man possessed a rifle, fowling-piece, or musket, and their accuracy at fire was proved by the sequel to be superior to any thing on record.

Their first Chief, Cudjoe, had carried on a regular war against us, until his name became the vexation of our officers and the terror of every white inhabitant. At length we obtained from the Mosquitoe shore, a body of semi-savages, Mulattoes, Indians, and Africans, called Black Shots. These men, under an English adventurer, named James, fought the Maroons in their own style, but with very inferior success. The ferocity of the war, and the cruelties practised upon the white inhabitants, are incredible. At length, by the aid of these Black Shots, and at an enormous expense of lives, we penetrated to the vicinity of Cudjoe's fastnesses. Upon a high table land of several acres, called Flat Cave River, we built a set of barracks, with four bastions and high walls. In these we kept our stores of provisions and ammunition, with a considerable body of militia and regulars. The fatigue of bringing up supplies from the coast, by which, in that climate, our troops had suffered great mortality, was now spared, and the predatory excursions of Cudjoe were considerably checked.

The Government now thought the Maroons were in their power, especially as they had been quiescent for several weeks, when they suddenly learned that Cudjoe and his whole tribe had decamped from their scene of operations in the south-east of the island, and had moved to Trelawney, near the entrance of the great line of cockpits to the extreme north-west of the island. The first and largest of these cockpits was called Petty River Bottom. It contained about seven acres of verdant soil, and the inaccessible sides were covered with the largest forest-trees. The entrance was a mere fissure, passable only by the most vigorous and agile of mountaineers, and from the sides of which a few riflemen might have defended the defile against any numbers or any species of attack.

Under these circumstances did a few hundred savages keep the whole island of Jamaica in terror, baffle our military force, and oblige to offer terms of peace. Col. Guthrie was sent to make the and the scene between him and Cudjoe was characteristic in

the extreme. The daring savage suddenly became a timid slave. The negotiation took place in one of the wild fastnesses of the mountains, to which Col. Guthrie had advanced to offer terms. Cudjoe was rather a short man, uncommonly stout, with very strong African features, and a peculiar wildness in his manners. He had a very large lump of flesh upon his back, which was partly covered by the tattered remains of an old blue coat, of which the skirt and the sleeves below the elbows were wanting. Round his head was a scanty piece of dirty white cloth; he had a pair of loose drawers that did not reach his knees, and a small round hat without any rim. On his right side hung a cow's horn, with some powder, and a bag of large cut slugs. On his left was a knife, three inches broad, in a leathern sheath, suspended under the arm by a narrow strap that went round his shoulder. He had no shirt, and his clothes and skin were covered with the red dirt of the cockpits. Such was the Chief; and his men were as ragged and dirty as himself: all had guns and cutlasses. This treaty, signed in 1738, was as if between regular belligerents, but it stipulated that in future the Maroons should be registered, and have two white agents residing amongst them. From this period to the last and most serious war of 1795, the relation of the Maroons to the whites became totally different Their connection was friendly, and the planters had created in them both a contempt and a hatred of the negroes, whom, when fugitives, they always caught and restored to their masters. In this war it was proved that all the movements of the different chiefs or leaders of gangs had been isolated and independent: there had been no communication between them, and the effect is therefore the more astonishing.

By this treaty the Maroons at Trelawney Town, their principal seat, had 1500 acres of land allotted to them. A white superintendant, with four assistants, resided there. They became attached to the planters, and rendered them all homage and very essential services. On one occasion, when a large body of Coromantee negroes had risen upon their masters, and were successfully contending with our troops, murdering all that fell into their hands, the Maroons attacked them in the woods, killed two-thirds of their number, and brought the rest back to subjection. A Major James was the principal superintendant of the Maroons. He was the son of the celebrated leader of the Black Shot-men; and the superstitious terror which the Maroons had entertained towards the father, they transferred to the son, accompanied, however, with veneration and affection. Major James was certainly an extraordinary person. With the education of a gentleman and the science of a soldier, he possessed all the instincts and every corporeal quality in equal perfection with the Maroons. He could beat the fleetest of them in their foot races, could foil them in their wrestling-matches and sword-fights, and could wear them out with fatigue in the dangerous chase of the wild hogs in the mountains. He was unerring with the rifle; and such was his influence among the tribes, that he could stop their ferocious conflicts, subdue their feuds, and punish the turbulent in the most summary manner. Upon this man the Government depended. Major James was possessed of a private fortune, and would occasionally absent himself from his duty to attend to his estates. A law of compulsory residence was passed, which he refused to obey, except upon an increase of salary, and he was dismissed from his em-

ployment. The Maroons were chagrined in the extreme at this circumstance, and did all they could to get Major James again amongst them. The authorities were inexorable. Other circumstances occurred to irritate the Maroons; the Negro insurrection in St. Domingo unsettled their minds, and finally a very questionable act of severity, not to say of cruelty, was practised upon them at this unfortunate juncture. Two Maroons had been taken up for some offence in the town of Montego Bay, and the magistrate had them flogged by a runaway negro before the slaves of the town. The antipathy and contempt of the Maroons for the negroes, we have already noticed. This indignity was not to be borne, and it led to a most fatal war. Gen. Palmer and the local authorities, with some of the principal proprietors of the north side, wrote to the capital, advising that Major James might be restored to his office, and that concessions might be made to these people. These requests were unattended to, and immediately after the war broke out. Lord Balcarras, the Governor, deemed these men so formidable, that he directly proclaimed martial law throughout the island, and detained the expedition about to sail for St. Domingo. The Success Frigate was in the offing, having on board the 83d Foot, Col. Fitch; a regiment in the finest order, and, what is extraordinary for the West Indies, mustering a thousand rank and file on the parade. The Success was recalled by signal, and made to disembark the troops.

Lord Balcarras proceeded immediately to Montego Bay, where he published a violent philippic against the Maroons, telling them that their town was surrounded by troops, resistance was in vain, and that he had set a price upon the heads of all who did not surrender in four days.

This impolitic proclamation struck terror into the hearts of all the inhabitants, and roused the Maroons from equivocal submission to the most determined resistance. A similar circumstance of an unfortunate nature had just occurred. Col. Gallimore, who had been sent to negotiate with the Maroons, had, during a conference, contemptuously taken from his waistcoat-pocket a handful of musket-balls, and shaking them in the faces of the chiefs, declared that those were the only *arguments* they should have from him. The Maroons shortly after attacked his house, and wreaked a signal vengeance upon his family. Gen. Palmer had given passports to six Maroon captains to proceed to the Governor in the capital. Midway these men were seized by the commanding-officer of the militia, and, notwithstanding their passports, were ordered into irons by Lord Balcarras. The General expressed himself highly incensed at this breach of faith.

On the 8th of Aug. Lord Balcarras sent his dispatch, commanding the surrender of the Maroons, on pain of setting a price upon their heads. On that day Col. Sandford, with one hundred and thirty of the 18th and 20th Light Dragoons, took post about four miles north of the Maroon town. Lord Balcarras, at the head of the 83d regiment, established himself at Vaughan's Field, a mile and a half from the Maroon town, whilst several thousand militia were at Kensington estate, in his rear, to protect the convoys of provisions. The regular troops amounted to about 1500. The Maroon town lies twenty miles south-east of Montego Bay, and eighteen miles from Falmouth. The road from Montego Bay for the first nine miles is good, after which it is steep, rugged, and affording facilities of defence against any hostile advance. The

same may be said of the last four or five miles of the road from Falmouth. The Maroons, terrified by this military array, on the 11th of Aug. sent their chief and seventeen leading men to offer submission and fealty to Lord Balcarras, who however put these men in irons, and sent them on ship-board. Of all things, the Maroons had a horror of being shipped from the island. One of the chiefs committed suicide by ripping open his bowels, and this experiment of surrender taught the Maroons what little clemency they had to expect from Government. Two of the chiefs who had come to the out-posts to parley about pacification, on their return found that the Westmorland militia had destroyed their town, burnt their provision grounds, and ill used their families. The sword was now drawn, and the scabbard was thrown away. Lord Balcarras had with him one hundred and fifty of the 13th Light Dragoons, dismounted; detachments of the 17th Light Dragoons, under Capt. Bacon; and one hundred of the 62d Foot.

So far from surrendering on the 12th, the Maroons were so incensed, that they attacked two of our detachments on that day and severely handled them. Lord Balcarras ordered Col. Sandford to make a forward movement, which, in conjunction with the movements of the 83d and of the militia, was intended to surround the Maroon town. The Maroons allowed Col. Sandford to advance into a defile, when they opened a tremendous fire upon him from ambushes on his right and left, and killed him and almost all his men. Not a single Maroon was hurt. The whole plan had been badly contrived.

It was now resolved to surround both towns, and to destroy all the provision grounds. A track was cut through the thick brambles and brushwood, the line being guided by the bugles of the 17th Dragoons. After infinite toil in the rainy season, a light field-piece was brought up through this track, and both towns were taken possession of. But, to the astonishment of Lord Balcarras, they were found abandoned; the Maroons, as might have been expected, had retreated to the cockpit with all their valuables. Into this cockpit our troops were made to fire repeated volleys, the echoes of which were succeeded by loud bursts of laughter from the Maroons, who rejoiced at our waste of ammunition. Lord Balcarras now retired to Montego Bay, and left the command of the troops to Col. Fitch, of the 83d.

More wisdom now guided our measures, but, from unavoidable circumstances, almost all our outposts were surprised, our working-parties were destroyed by ambuscades, and our convoys and detachments generally cut to pieces. In but one instance could we ascertain that a single man of the enemy had been killed. Many parleys took place, but the horror of the Maroons at being sent on ship-board, prevented any favourable conclusion.

Col. Fitch employed a strong working-party of slaves, supported by several flanking companies of regulars and militia, to cut a line through the brush-wood and thorny brambles, that he might communicate with some corps on his right. They had scarcely worked half a mile from head-quarters, when the party fell into an ambush, the troops suffered severely, and the Maroons massacred a great number of the Negroes. About a mile and a quarter from head-quarters, in another direction, there was an outpost of between thirty and forty men, commanded by Capt. Lee, of the 83d, who had secured himself with palisadoes and a breast-work, but had reported that his post might be commanded by

the Maroons from the heights. On the 12th of Sept. Col. Fitch, at nine in the morning, went to visit the post, in company with the Adjutant of the 83d and many other officers. We may judge of the nature of the country from the fact, that Col. Fitch was obliged to make use of a compass, and to set his watch by that of Lieut. Dixon, of the Artillery, at head-quarters, who was desired to fire a field-piece precisely at twelve o'clock. Three hours were thus occupied in traversing one mile and a half. Col. Fitch found the post untenable, and he proceeded with a small party a few hundred yards in advance to determine upon a better position. Coming to two diverging paths, he hesitated a minute which to take, when a sudden volley from the Maroons in the brushwood killed or wounded almost every man of the party. Col. Jackson was unhurt, but seeing Col. Fitch sitting desperately wounded on the stump of a tree, and hearing some Maroons cock their muskets, he endeavoured to make him lie down, but even in this hurried effort another ball killed him on the spot. Of a return before us of ninety-three killed and wounded, we find seventy killed and only twenty-three wounded, so accurate was their fire.

Col. Walpole, of the 13th Dragoons, was now appointed Commander-in-Chief, with the rank of Major-General. He declared that the Island would be lost if the troops suffered another defeat. While maturing his plans, an attack was made upon a strong outpost, commanded by Major Godley and Capt. White of the 83d. One of the sentries had declared that he saw a Maroon passing in the dark. The men were turned out, and formed into two parties, and advanced at daybreak. No vestige of an enemy appearing, they returned, and Major Godley entering his hut, ordered his negro boy to bring him his coffee. At the instant, the boy was shot through the head, and a volley from the Maroons did great execution amongst our men. The post was bravely defended, but at last abandoned with considerable loss.

Gen. Walpole resolved to act on the defensive during the rainy season. He trained his men to light infantry manœuvres and bush-fighting; he selected the best rifle-shots, harassed the enemy by false alarms, and made feint attacks to draw off their attention, whilst he cleared the country around him of the brushwood and high grass. At length, making a feint attack at a distance, he pushed a strong body of troops, with a howitzer and field-piece, up a hill, and at daybreak began to pour shells and grape-shot into the cockpit. The Maroons, terrified at this novel mode of attack, precipitately fled to the next cockpit, from which they were driven by similar means. They were thus driven from post to post, and cut off from their supplies of water. The measles broke out amongst them, and they became greatly distressed. Still, however, they were able to send out numerous skirmishing parties; and notwithstanding we were often able to attack them with greatly superior numbers, in no one instance could we obtain complete success.

Thus were parties situated, when Lord Balcarras, contrary to the advice of the gallant Walpole, resolved to send to Cuba for a pack of the hounds used in that island to chace outlaws and runaway negroes. These dogs, on coming up with a fugitive, merely growl at him, till he stops, when they continue barking till the chasseurs advance and secure their prize. Each chasseur can only hunt with two dogs: they

are never unmuzzled but for attack, and are always accompanied by one or two small dogs of excellent scent, called finders. The larger animal is the size of a very large hound, but with the nose more pointed. His skin is much harder than that of most dogs, and so must be the whole structure, as the severe beatings they undergo in training would kill any other dog.

The chasseur's only weapon is longer than a dragoon's sword, and twice as thick, something like a flat iron bar, of which about eighteen inches at the lower end are as sharp as a razor. The activity of these chasseurs no negro can elude; and such is their temperance, that with a few ounces of salt, they can support themselves for months on the vegetable and farinaceous food of the woods. They drink nothing but the water supplied by the wild pine, by the black and grape withes, and the roots of the cotton-tree. Their greatest privation is that of the cigar, which they must not use in the woods, where the scent would betray them. The dress of a chasseur is a check shirt, open at the neck, and displaying a crucifix; a wide pair of check trowsers; a straw hat, eight inches in the rim; his sword-belt, and his cotton ropes for his dogs. In the woods, he kills the wild hogs, and having skinned the thighs and hocks, he thrusts his foot into the raw hide, and with his knife trims it and makes it a tight boot, to protect his legs from the intricacies of thorns and brushwood which he has to penetrate.

Forty of these chasseurs were reviewed by Gen. Walpole at Seven Rivers, and each of them had two hounds besides the finder. The General imposed upon them the necessity of carrying muskets, which, however, they resolved to throw away as soon as a fight commenced; and, secondly, he would not allow them to go out in chace, but obliged them to keep in the rear, till occasion might require their aid. How far these restraints and alterations of their accustomed mode of fighting might have destroyed their efficiency, was never proved. To us it appears that nothing could be more contemptible than such an ally, and that in the very first rencontre every chasseur and hound would have been shot.

But opinion in war, as in all other things, is omnipotent. The Maroons, who had braved our bayonets, our cavalry, and cannon, and had overcome the terror they had entertained of our name, now succumbed beneath the fear of this worse than ludicrous species of force. Gen. Walpole took advantage of their terror to negotiate, and a treaty was signed, to one article of which Gen. Walpole *swore*—"that the Maroons should not be sent off the island."

No sooner had this handful of brave men, less than five hundred, surrendered, than they were shipped to Nova Scotia, and thence to Sierra Leone. It must be observed, that this memorable conflict took place with only *one* (the Trelawney) tribe of Maroons. The other tribes were neutral, or often either secretly or openly acted in our favour.

The House of Assembly voted seven hundred guineas for a sword to Lord Balcarras, which his Lordship declared he would transmit to his posterity, as a testimony most glorious to his name and family. The House of Assembly passed a similar vote of five hundred guineas to Gen. Walpole, but that noble-minded officer contemptuously refused their present, and desired permission to give evidence at the bar of the House, of the spirit in which the treaty had been negotiated, and of the

sense in which it had been drawn up by himself and the Maroon Chiefs, — a sense diametrically opposite to that which the House was determined to put upon it. This being rejected, he insisted that the Maroons should have their arms restored to them, and be placed *in statu quo ante fœdus*. He even declared his conviction, that in another campaign he could reduce them to entire submission by force of arms. Gen. Walpole, in addition to the high feelings of a soldier, and to the established principles of good faith, felt ashamed at his having used so contemptible, and in every respect so odious a means of terror, as the Cuba blood-hounds. The talent and courage he had displayed had saved the island, and, indignant at the pusillanimity of the local authorities, he refused the vote of the sword in such terms of contempt of the Assembly, and of indignation at their perfidy, that the House expunged his letter from their journals. From his being their palladium, the god of their idolatry, he sank at once into an object of their vituperation, and was, in their eyes, even worse than a Maroon.

A VISIT TO THE ISLAND OF JOHANNA.

JOHANNA, one of the Comora Islands, is situated in the Mozambique Channel, in lat. 12° 7′ S. and long. 44° 30′ E. It lies between the north end of the Island of Madagascar and the continent of Africa.

Cid Hamza, one of the Princes of Johanna, with a party of true Mussulmen, undertook to perform a pilgrimage to Mecca, for which purpose he sailed from Johanna with his followers, but the vessel in which they embarked was wrecked at Hafoon, on the coast of Africa, near the mouth of the Red Sea. From thence they got to Muscat, where they found a vessel bound to Penang. From Penang they went to Bombay and Calcutta, and arrived at the Cape of Good Hope, without being able to accomplish their pilgrimage. After remaining at the Cape some considerable time, under the care and instruction of the Rev. Dr. Phillip, his Majesty's Sloop Shearwater was appointed to convey them to their dominions. On the 17th of May, 1821, they were received on board, having previously embarked sundry chests of arms, &c. as presents from the British Government to their King. The party consisted of eight men and three women, viz. Cid Hamza, the Prince; Duke Abdallah, and Brahae his wife; Lord Nelson, and Minotti his wife; Cid Abubekker, and Sumela his wife; Old Abdallah, a priest; Bonacumbo, a servant; and two slaves. The origin of the English titles of these people will be explained hereafter. This opportunity was thought very favourable for introducing a Missionary at Johanna, for which purpose a Mr. Elliott accompanied them under the character of a schoolmaster.

Being ready for sea by the evening of the 17th, we sailed from Simon's Bay with a strong S.E. wind. Independent of all the luggage, &c. belonging to the Prince and his suite, we had on board sundry stores and provisions for his Majesty's ship Menai, at the Isle of France. Never did a man-of-war put to sea more lumbered up than we were; there was scarcely room to work the ship, owing to casks, chests, hampers, &c. being stowed upon deck, which in a small vessel

is not only inconvenient, but extremely dangerous; however, in this state we sailed, and were employed the whole night beating out of the bay, against a heavy head sea that wetted us fore and aft.

The religion of our passengers being Mohammedan, precluded their eating any thing but of their own killing and cooking; it was therefore necessary that they should mess by themselves: for this purpose the gun-room of the ship was appropriated exclusively to their use, the Officers and Mr. Elliott living with the Captain. For the first few days after our sailing, the passengers were extremely sea-sick, and never moved from below. On the 22d, it came on to blow a heavy gale of wind from the S.W.; we found that the ship had sprung a leak in her starboard counter, and that an old leak forward had increased very much, so that we were obliged, during the gale, to work at the pumps every two hours, in order to keep her free. On the 23d, we shipped two very heavy seas, which stove in two of our quarter-deck ports, and dashed the starboard-quarter boat all to pieces.

On entering the Mozambique Channel the weather became fine, accompanied with light variable winds, and generally calm at night. The fine weather gave us an opportunity of observing the characters of our Royal passengers; and whatever favourable opinion the Rev. Dr. Phillip might have formed of them while under his care at the Cape of Good Hope, receiving the bounty of the British Government, as well as the most marked and flattering attentions from Sir Rufane Donkin and the principal inhabitants of the colony, the impression they made upon the officers on board the Shearwater was anything but satisfactory, and we had every reason to believe that Dr. Phillip was much deceived in them. As we neared the island, our passengers became reserved, holding frequent conversations amongst themselves, evidently wishing that the officers of the ship should not observe them: we were at a loss to know what this conduct could mean, till at last the mystery was cleared by the Prince informing Capt. Roberts, that "*Mr. Elliott could not be provided with a house or servant at Johanna unless he paid for them!*"—although Dr. Phillip had been expressly given to understand that he (Mr. Elliott) would be provided with both; in fact, they received their passage with this understanding: but such was the case, and it was decided that this point should be referred to the King on our arrival at the island.

At daylight on the 11th of June we made the high land of Mohilla, one of the Comora Islands, and at 8 A.M. saw the Island of Johanna, bearing N.E. On nearing the land the wind failed us, so that we could not get in that night. The following morning a light breeze sprang up, and we stood in again for the Island; on hauling round the point it fell calm, so we hoisted out our boats, and towed the ship into the anchorage, casting anchor about a quarter of a mile from the shore, and saluted the King of the Island with five guns.

The appearance of Johanna from the anchorage is magnificently beautiful, the country being rich and picturesque beyond description. As far as the eye can range, not a spot is to be seen that is not literally covered with fruit-trees of almost every description known in the tropical climates; some were green, some in blossom, and others bearing; showing at one view, from the happy temperature of the climate, all the various tints of spring, summer, and autumn. The hills gra-

dually rise one above the other, covered with the richest verdure, which reaches down to the very edge of the sea; one large mountain fills up the back-ground, clothed with delicious fruit-trees from its base to the very summit, which runs up into the clouds to a height of at least two thousand feet from the level of the sea, thus giving the Island the appearance of all that is delightful and luxuriant.

This magnificent scenery was soon enlivened by our being surrounded by a great number of canoes, the most singularly-constructed machines I had ever seen: they were made of one solid piece of wood, hollowed out, having two outriggers on each side; to the ends of these outriggers were lashed fore-and-aft pieces, in order to prevent their capsizing, which they inevitably would do, were it not for these pieces of wood being fitted to them. They answer the purpose surprisingly well, but have a most strange and clumsy appearance; they were paddled by black slaves, with shaved heads, and entirely naked, save a girdle round the waist: they sat one before the other, the canoes not being sufficiently wide for two persons to sit abreast. Considering their clumsy and awkward construction, they went very fast through the water, but nothing to equal the canoes of the Indians of North America that are made from the bark of trees.

As soon as the confusion of anchoring the ship and furling sails was over, we were beset with dukes, lords, admirals, counts, &c. &c. who came off to solicit our washing, and also to offer their services as guides or servants during our stay at the Island. They produced letters of recommendation from various officers that had touched at the Island of Johanna, certifying their honesty, and that they washed well; but as none of these people understood their contents, it was laughable to find that many of these letters concluded with a remark, that "the bearer required being sharply-looked after, and that the Johannese were an over-reaching set." I hired Admiral Lord Rodney to wash and provide for me during our stay, and found him as petty an impostor as any of them. Their assurance in asking for any thing they fancied was beyond conception; one of them actually begged Capt. Roberts to give him the epaulettes from off his shoulders. It was truly laughable to see the farcical manner in which these people were dressed. I shall describe two of them, which will convey some idea of the whole. They all wore turbans, according to the costume of the country. Admiral Lord Rodney had a very fine one, ornamented with gold lace, and a star in front; a short-sleeved red cloth frock-coat, trimmed with gold lace, reached down to his knees; on his shoulders were a pair of gold epaulettes,—certainly they were a little tarnished, but this splendid upper finery, contrasted with his dusky visage, black teeth, and red nails, which are held in high estimation at Johanna, bare legs, (for the trowsers were large and tied at the knee,) no shoes or stockings, gave him upon the whole a most grotesque appearance. Commodore Blanket's head-dress was the same as Lord Rodney's, but the Commodore's coat was green, and ornamented with silver lace, and large yellow metal buttons. A badge was suspended to his left bosom, somewhat resembling a city porter's, on which his name was engraved at full length, with the year and date on which his celebrated namesake touched at the Island, and who thus honoured him and the rest of the natives with their names and badges of distinction. A pair of

silver aiguillettes surmounted this jumble of finery; and to complete the whole, he was, like the rest, bare-footed, bare-legged, copper-coloured, with red nails, and black teeth. They were all dressed in the same ludicrous manner, and had much the appearance of a company of strolling players, dressed out for performance at a country fair. The fashion of wearing badges of distinction is growing into disuse, for very few had them; formerly they were much more generally worn. When the late Capt. Beaver touched at Johanna in 1812, he thus adverted to them. "Most of our illustrious admirals and statesmen, or rather their namesakes, ostentatiously paraded before me; and that no mistake might occur as to who was Howe, Rodney, or Pitt, they wore copper tallies of their dignity on their breasts." When evening approached, our friends left us, and next morning we were visited by an increased number of canoes. It was a very novel sight to see so many of these strangely-constructed machines paddled about by native black slaves, sitting one before the other. In the stern sat one or two Arabs; their gaudy trappings glittering in the sun, formed a singular contrast to the naked wretches who sat before them, exposed to the heat of its powerful rays, without the slightest covering to protect them; yet as they paddled round the ship, they were singing (and apparently happy) the songs of their country. This morning the wives of our passengers went on shore. It must be stated, that these women were of the lower order of Malays at the Cape of Good Hope, whom the Johannese had married there, and easily prevailed upon to quit their country, which, as will presently appear, they afterwards very much regretted. They were now carefully muffled up, so that their faces could not possibly be seen, and pulled on shore with some degree of pomp, where they were to be immured from all male eyes, save their husband's, for the remainder of their lives. This cruel imprisonment the poor women had never anticipated on leaving their homes, for it was kept secret from them; and when it was made known to them that they were to be shut up according to the custom and religion of the country, they were very much distressed. The Arabs put not the least restraint upon these women while at the Cape, nor on board the ship, fearing that they might justly complain, and probably change their minds; but no sooner had we arrived at the Island, than all the restrictions of their religion were put in force, and their husbands informed us, that after we sailed, they should never clap eyes on man again. During our stay, the officers of the ship had access to them; and I was charged with a message from Sumela, the wife of Abubekker, to her mother at the Cape: "Tell my dear mother," said she, "that I am no wife, but a slave; tell her I shall die very soon; and tell my dear brother, if he comes here, I shall not be able to see him, for I am locked up until death." This message I afterwards delivered to the mother and brother at Simon's Town; they appeared to be much affected at poor Sumela's situation. "I will go to Johanna," said her brother, "and carry away my sister, and if I cannot get her, I will kill her husband and every Arab I meet with." There is no doubt that, if her brother could get to Johanna, he would put his threat into execution, for a Malay's revenge is known to be terrible indeed.

In the course of the day I went on shore, in company with Mr. O'Reilly: immediately on landing we received an invitation from Prince

Ali, the King's son, who is heir to the throne (if such it may be called) of Johanna. We found that this Prince spoke a little English: he received us very kindly, and with a courtesy of manner far beyond what we could possibly have anticipated. His house, or rather the room we were in, was most curiously decorated, being hung round with upwards of a hundred little sixpenny looking-glasses in gilt frames. Round pieces of tin, many of them gilt, were nailed against the walls and ceiling, also several china basins were stuck in, bottom upwards; added to this display of Johannese embellishment, there were numerous paltry prints, daubed over with the brightest and most gaudy colours, which served to fill up every vacancy throughout the walls and ceiling, so that it was impossible to distinguish what the latter consisted of, but upon the whole it gave the room an air of comfort, and in the Prince's opinion, no doubt, a great degree of elegance. The furniture consisted of four very fine couches, covered with rich crimson silk, which the Prince informed us were his beds; one old oaken table, and two very high-backed, leather-bottomed chairs—these latter articles he informed us were presented to him by the captain of an English vessel. Prince Ali is a very fine young man, with large expressive dark eyes, a pleasing countenance, and about twenty-one or two years of age. His manners and address were very easy, accompanied with an air of great superiority. During our stay, we were constantly fanned by little black slave boys, with fans composed of feathers. After partaking some fruit, and bread made of rice and cocoa nut, which was very excellent, the Prince kindly took us to see the fortification, which is situated on a hill close at the back of the town. Our ascent to it was by a steep flight of steps, which are fast falling to decay: the fort was in a wretched condition, having been allowed to fall completely to ruin; the guns were all dismounted, and from being so long exposed to the weather, completely honeycombed, and the carriages broken to pieces, so that more danger would be likely to attend the persons who fired the guns, than those who might be fired at. It is truly pitiable to see such a fort allowed to fall to ruin, for it has a noble command of the town, and might, if kept in condition, repel any attack upon it. About twenty-five years ago, during the Madagascar wars, the Madagasses occupied the very hill which this fort stands upon, and picked off the inhabitants as they appeared in the streets during the day-time. When want of provisions compelled them to quit this commanding situation, the Johannese built the battery; but now the war is terminated, they care nothing about it, and allow it to fall to ruin. We afterwards visited the Prince's garden, but it did not appear that much care or taste had been bestowed upon it. It merely consisted of two long groves of fruit-trees, such as are peculiar to tropical climates, and all these are to be found wild in abundance at Johanna. The Prince sent one of his slaves up a cocoa-nut-tree, in order to procure us some *toddy*, a liquid which is extracted from the tree itself. The man climbed up the tree with the greatest ease, carrying with him a gourd, a hatchet, and gimblet; when nearly at the top, he cut through the bark, then bored a hole, and immediately the toddy ran out as clear as crystal. It is a most excellent beverage, very much resembling cider strongly flavoured with cocoa-nut milk. In the evening, we returned on board, highly gratified with

our day's excursion, and received an invitation to dine with the Prince on the following day.

On my arrival on board, I sent the Prince a present of a small pocket-telescope, by his attendant who came off with us in the canoe, as a small return for his civilities. The next time I saw him, I found that he did not understand how to use it, until the nature of the focus was explained to him, at which he appeared highly delighted, and, giving me a most loving embrace, observed, that I was a very good man.

June 14th. Sultry weather. Employed wooding and watering the ship; one of our men fell from the top of a cocoa-nut tree, a height of about thirty feet, and, strange to say, did not hurt himself in the least. In the afternoon, we went on shore again for the purpose of dining with Prince Ali. As we landed, the lower limb of the sun was just kissing the horizon; hundreds of the natives were assembled on the sea shore, watching its declining rays, and when that glorious orb had sunk beneath the wave, they laid themselves prostrate on the ground, with their faces turned towards the spot where it had so majestically disappeared. The sight was truly imposing, and for some time we remained riveted to the spot where we had landed, fearing to disturb them. Presently they uttered a loud prayer and rose upon their knees; then standing upright, crossed themselves, and bowing, as it were, to the sunken luminary, they began to halloo and dance about like mad people. After this ceremony was over, they had recourse to their chunam, beetle-nut, tobacco, &c. and fully made up, from the quantities which they crammed into their mouths, for having fasted all the day. They then separated for their homes, in order to break their fast. I ought previously to have mentioned, that this was the period of their Ramahdan, during which time, as is well known, for forty days Mohammedans are prohibited from breaking their fast from sunrise till sunset, and this was the reason why our dinner hour with Prince Ali was named after sunset. On arriving at the Prince's, we found Mr. Elliott, the Missionary, added to our party. We were received by the Prince with his usual urbanity of manners, and sat down to a dinner in the English style, the table being laid out with knives, forks, plates, &c. We formed a very sober party, having nothing stronger than cocoa-nut water to drink, the religion of the country prohibiting the use of wine or spirits. The dinner was tolerable; it consisted of very good soup, curried fowls, and roast beef, abominably tough. We could easily perceive that the Prince was not accustomed to use a knife or fork; it was merely out of compliment to us that he attempted it, for several times he was obliged to lay it down and have recourse to his fingers, according to the fashion of his country, where they all eat out of a large wooden bowl, without plates or dishes, merely using a spoon and their fingers. His two attendants did not sit at the table with us, but dined in their own style, in one corner of the room, where they sat cross-legged on the floor. During dinner, we were constantly fanned by slaves, which was highly requisite to keep off the tormenting mosquitos and allay the suffocating heat.

We tried hard to prevail upon the Prince to allow us to see his wives, of whom he had four, but without effect: he assigned as a reason, and with great gravity, "That they had never seen any man but himself," and, "that we were so white we should frighten them."

These ladies sent their compliments to us, accompanied with a wreath of flowers for each, very tastefully done up, and each wreath was covered over with a beautiful silk handkerchief. Every Arab at Johanna is allowed four wives, independent of which they keep many slave women as concubines, but never marry any of the aboriginal natives. A woman at Johanna never sees her husband till she is married to him. After marriage, the wives are not allowed to see any of the male branches of their family but their fathers, and they are kept so closely confined, that they are never allowed to walk out till night, and then only in their walled gardens, or on the roofs of their houses, which are flat, having a promenade purposely for them to take exercise. At these times they are accompanied by their husbands and female slaves; even then they are so closely muffled up, that if they were to look over the walls, there would be no possibility of seeing their faces.

When dinner was over, I was presented with an Arabian spear, a bow that had been taken from a Madagascar chieftain, and a few arrows; they were brought in with much ceremony by the Prince's attendant, who gave me to understand that they were presented to me as a return for the telescope which I gave to his master. The Prince observing that I was pleased with this mark of attention, took a great fancy to my sword, and, without farther ceremony, his attendant asked me to present it to him; which placed me in a very awkward situation, and no other way could I get out of it, but by telling him that it was given to me by my father in England. Even this did not satisfy him; he then asked me if I would sell it, and offered me ten dollars for it: I at last told him that it was not customary in our country to sell a present, however trifling its value, and that the spear which he had given to me I should preserve, and show it to my friends in England as a mark of friendship received from Prince Ali. He then desisted, but it was evident that he wished much to get it, and it could not be that he wanted a sword, for he had several very handsome ones of his own.

As the Prince's time of prayers approached, we went to see the slaves dance; they were assembled in a square, surrounded by their miserable hovels, little better than pigsties, which are built of the branches and leaves of the cocoa-nut tree. One man was beating with all his might on the tom-tom, an instrument somewhat resembling a drum, so named from producing a sound similar to the word tom-tom: its construction is very simple, being nothing more than a skin tied over a piece of hollow wood, but it produces such a dreadful noise as to be distinctly heard for a distance of two or three miles. Another man was blowing a shell that had a hole in it, the *Murex Tritonis*, commonly called the trumpet shell; this he blew as if life and death depended upon his exertion. Whoever has heard this shell blown, must know, that when a person is close to it, it rings through his ears enough to split them. A third was rattling peas or seeds in a machine made of plaited bamboo, which produced a noise something like the rattling of beach stones in a sieve. These instruments, accompanied with a monotonous roaring kind of song, composed their harmonious concert, which was sufficient to stun the hardest head in Christendom. The dance consisted of men and women half naked, following each other in a circle. Perceiving that it was nothing more than disgusting mo-

tions of the body, accompanied now and then by a few discordant yells, we were very soon glad to get away from them. As we remained on shore this night, the Prince very politely offered us his couches, which Messrs. Laing and O'Reilly accepted, but, as Mr. Elliott was entirely alone in his new habitation, I preferred keeping that gentleman company. We got little or no sleep owing to the mosquitos, and the slaves beating their tom-toms and singing, and dancing the whole night: such being their amusement during the Ramahdan, in order that they may remain awake to eat, so that they amply make up for fasting during the day.

June 15th. We all assembled at the Prince's to breakfast, after which, taking our leave of Mr. Elliott, and wishing him every happiness and success in his new undertaking, we returned on board, accompanied by Princes Ali and our passenger Hamza: the latter presented me with a very fine bow and some arrows of Johanna manufacture, as a memento of friendship, and for having, as he said, taken pains to improve him in writing while on board the Shearwater. After writing a letter for Prince Ali, according to his particular request, to recommend him to the notice of any future officers who might touch at the island, and giving him a decanter and couple of tumblers, for which he begged most earnestly, and likewise making Prince Hamza a few small presents, they both took their leave. In the evening we weighed anchor, and sailed from Johanna. During our stay at Johanna, the King was very ill, so that I had not an opportunity of seeing him.

There are two distinct races of inhabitants at Johanna, the Arabs and original natives. For the manner in which the Arabs became acquainted with this island, they have a tradition as follows. An Arabian trader, about a century and a half ago, killed a Portuguese gentleman at Mozambique, and making his escape in a boat, arrived at Johanna, where he made such good use of his superior abilities, and the assistance of a few of his countrymen, that he acquired an absolute authority, which is still retained by his descendants. After this circumstance, more Arabs came over and formed a colony, driving the original natives to the hills, which they still occupy; but they are frequently at war with the Arabs, who would soon quiet them, were it not for the continual attacks of the Madagasses. These latter people first became acquainted with the island about forty years ago, through Benyowsky, one of the governors of Madagascar, from which period the disasters of Johanna may be dated. Lately it has been the custom for the kings of Madagascar to make annual attacks upon Johanna for the purpose of keeping up a supply of slaves for the vessels that touch at their island; and such have been the ravages committed by those people, that out of seventy-three towns and villages which flourished at Johanna thirty years ago, only three small towns, and scarcely any villages, remain. The Madagasses used to land secretly in the night and carry off men, women and children, into slavery. The population must have been much greater at one time than at present, for now it is reduced to about two thousand Arabs, and five thousand natives, or blacks.

To such a state of wretchedness was this beautiful Island reduced, that in 1812, when His Majesty's ship Nisus touched there, the King expressed a hope to Capt. Beaver, that the British Government would interfere to put a stop to the ravages of the natives of Madagascar, "For

if," said he, "they continue their hostile incursions, I must quit the island; I cannot live here with my lands desolated, and see my women and children perish with hunger; and if I leave it, all my miserable people will follow me." Happily at length for this poor island, the British Government has interfered; and through the influence of Sir Robert Farquhar, Governor of the Mauritius, a treaty has been entered into with Radama, King of Madagascar, bearing date the 11th of October, 1820, by which Radama has engaged to suppress his annual attacks on the island, and also the slave-trade throughout the whole of his vast dominions at Madagascar.

The town of Johanna is situated close to the sea, on the east side of the island; and within the wall, (which is now in ruins,) contains about two hundred houses, inclosed either with high stone walls or palings made of reed: the streets are extremely narrow and intricate; the better kind of houses, such as the Prince's, &c. are built of stone; they have one large room to receive their guests, the rest being appropriated to the women. Great ceremony is observed on entering their houses: a messenger is dispatched before, to announce the arrival of any visitor; and when at the door, it is some time before permission is granted to enter: this precaution, the Prince informed me, was taken in order to give time for the women to be removed from sight. The interior of the houses was ornamented much in the same style as the Prince's, and had many extremely disgusting Chinese pictures stuck about, which they took care to point out as being very fine.

They have excellent bullocks at Johanna, with a hump upon the back between the shoulders; this hump, when salted, forms a great luxury for breakfast. They do not appropriate their cattle to labour, the slaves performing all sorts of hard work; nor could I find that they had a carriage or conveyance of any sort on the island, not even a truck with wheels to move any ponderous article; should they have occasion to move any thing that is very heavy, it is secured to long poles, and, according to its weight, so many slaves are employed to carry it. They have neither horses, dogs, nor pigs; the two latter animals are prohibited by their religion. Goats and fowls are plentiful and cheap; I purchased a pair of fowls for two empty bottles, and was offered a fine milch goat for a cotton pocket-handkerchief.

I know of no European ever having attempted to settle amongst them till the arrival of Mr. Elliott, who remained but a twelvemonth, owing to the opposition and ill-treatment he experienced; consequently we know little of the interior of Johanna. The original natives, I have already stated, are black; they are exceedingly ugly, having the thick pouting lips and flat noses of the African. The women have their heads shaved similar to the men, and it is scarcely possible to distinguish them, but by the ornaments in their ears, which are very curious. Several of them wore plated and silver shackles round their ankles: these women, I was informed, were favourites of their masters, the Arabs, and wore the shackles as marks of distinction; they certainly appeared to be very proud of such an honour;—many had also nose rings.

Johanna is not the largest of the Comora Islands, but the King chooses it as his residence; the others are all subject to him, and pay tribute: one twentieth is his right, but he does not exact it from his subjects where he resides.

ACCOUNT OF THE ANNUAL FRENCH CAVALRY CAMP OF EXERCISE AT LUNEVILLE, 1829.

SEVERAL British officers who have lately visited this French cantonment, unite in one common feeling of the advantage they have derived from witnessing the manœuvres, and in gratification at their kind reception by the officers of all ranks.

The French have ever considered this arm, even from the time of Charlemagne, at least as a most powerful auxiliary, if not the most essential part, of their armies. In consequence, they have deemed it necessary, during the present peace, to assemble a division of heavy and one of light cavalry, during the summer months, for manœuvres on a large scale. These camps (as they are rather improperly called, the troops being in barracks) were first established six years since.*

The fine country of ancient Lorraine, rich in forage, was chosen for this purpose, and the head-quarters were fixed at Luneville, where a dilapidated château of Stanislaus King of Poland, the last Duke of Lorraine, and the barracks, offered means for cantoning near 3000 horses.

These exercises have attracted the personal observation of the King of France, and more often that of the Dauphin. The staff consists of a lieutenant-general in command, two lieutenant-generals in command of divisions, four maréchaux-de-camp, a general staff composed of a colonel and two chefs de bataillons of the état major, and of a chef de bataillon of the état major to each division, besides a military intendant. To these must be added the usual proportions of aides-de-camp, who are not, as in our service, taken from "partiality, favour, or affection," but are selected from the corps of the état major, though on service the general officers are allowed to appoint a second from the regiments of the line.

The distribution for the present year is as follows:—

1st Division. Lieutenant-General Baron Vincent.	1st Brigade. Maréchal de Camp Comte de Clary.	1st Hussars, 2 squadrons		Colonel Baron Simoneau.
		2d ditto	ditto	Ditto Vicomte de Rigny.
		5th ditto	ditto	Ditto Comte Desmontiers.
	2d Brigade. Maréchal de Camp Comte Dandlau.	1st Chasseurs, 3 squadrons		Colonel Comte de Busseuil.
		15th ditto	ditto	Ditto Comte de Queslen.
2d Division. Lieutenant-General Viscomte de Cavaignac.	1st Brigade. Maréchal de Camp Comte d'Astorg.	3d Dragoons, 3 squadrons		Colonel de Bergeret.
		9th ditto	ditto	Ditto de Tessier de Marouze.
	2d Brigade. Maréchal de Camp Comte Alphonse de Colbert.	8th Cuirassiers, 3 squadrons		Colonel Comte de Montagu.
		10th ditto	ditto	Ditto Chevalier de Bourbel.

* An advantage arises to the soldiers from their being in camp, on receiving, in consequence of being considered on service, a ration of wine, which they would not otherwise receive, during peace, in quarters.

The Vicomte de Cavaignac is senior officer to Baron Vincent, and therefore commands the heavy division. The light division is the first, and takes the right as before the enemy. The whole are under the control of Lieut.-Gen. Le Viscomte Mermet, who has ever since the formation of the camp been continued in the command. It only requires an hour's presence in the field near his person, to observe how just has been the selection for such an appointment. The precision of his directions, the clearness of his instructions, and the judgment of his ground, point him out as an able successor to Dessaix, Murat, Latour Maubourg, and others of the formidable school of cavalry tactics and of prompt execution, peculiar to the armies of Republican and Imperial France.

The best officers are no doubt chosen to command the divisions and brigades, but those collected this year would do credit to the *élite* of any army. The whole staff (except the chief) and the different regiments are changed every two years, and consist of the corps in the neighbouring garrisons. Half of each regiment (either two or three squadrons) are completed to 48 file, exclusive of guides, (equivalent to our non-commissioned officers under the old system,) making in all 50 file, and, leaving their depôts in quarters, assemble at Luneville about the middle of June.

On the 15th of Oct. the camp usually breaks up, and all the regiments, with the exception of the three stationed at Luneville, march back to their quarters, while the general officers, as do the staff, return to their homes, or Paris, after completing the inspections of their regiments, when joined to their depôts on arriving at their permanent cantonments.

Our correspondent, who has served near twenty years in the cavalry, admits that his attention was much drawn to the justly celebrated French heavy cavalry, and he expresses himself in terms of admiration of the Cuirassiers. Yet even these must cede the palm in appearance to the two regiments of Carabineers. Though not in the camp this year, they were stationed near Luneville, and may be considered as the *beau idéal* of *grosse cavalerie*. They consist when complete, as do all the regiments of heavy cavalry and of chasseurs, of six squadrons of 120 men each,—the Hussars alone having but four squadrons.

The carabineer uniform is not absolutely light blue, but of that peculiar light slate-coloured cloth, in which the army of Wurtemberg is dressed. They differ from the Cuirassier in having their helmets and cuirasses of copper, with ornaments of white metal in excellent taste. The men of these two regiments are, from being picked, absolutely giants, and require but the English chest to equal our Life Guards; while their horses are the largest and best in France, little if at all inferior to the black charger of our household cavalry. They are supposed to carry 140 kilograms, or about 280 lbs. or 20 stone; but this calculation is exclusive of forage or provisions.

Of the two regiments of Cuirassiers at Luneville, one, the 10th, has been lately converted from the 9th dragoons, as they have also and in a like manner added another regiment to this arm; thus making at present ten of these formidable corps in their service. Their appearance is very fine, and the shining steel helmet and cuirass are far more imposing than the copper armour of the Carabineers. The plastron and back-

piece weigh together, according to the size of the man and accidental circumstances in their construction, from 17 to 20 lbs. and are stated to be, after a little use, not only far from unwieldy, but as giving firmness on the saddle. They never march or exercise without them, nor, it may be remarked, does their infantry ever mount the more common duties without their knapsacks. Our correspondent wishes that similar instructions were given in our service; as at present, on the opening of a campaign, our household cavalry and the whole of our infantry would have to learn to carry their equipments or indispensables.

The Cuirassiers have no carabines, and, like the rest of the cavalry, but one pistol; the other holster being employed to carry a little hatchet, with the handle protruding through the end of the pipe. The horse-shoes, of which they only carry two spare, and the nails, are fastened to the side (rather backward) of the saddle, in little pockets. Their swords, which are of an enormous length, are by a new ordinance to be rather curved, so as to allow their cutting as well as stabbing. Their uniform is dark blue, and bears a grenade on the collar and skirts, implying (it may be supposed) their having the qualification on horseback of the grenadier on foot. These regiments and the carabineers are quite capable of coping for a time with any of our heavy cavalry regiments; as, though the superior strength and size of our horses would wear them out in a long day, they would again destroy, long before the end of a campaign, our more pampered animal. Their dragoons, still in Greece, have had the becoming helmet they wore in Spain restored to them, with the horse's mane hanging down the back, and are far better mounted than heretofore. They have unwisely shortened their carabines considerably, the same length of weapon being at present in use throughout their light cavalry as well as dragoons. The heavy cavalry still ride on the old French saddle. The light cavalry are represented as being far better mounted than during the late war, and greatly superior to the Prussian or Austrian Hussars or Lancers. Two of the six squadrons of each regiment of Chasseurs have the lance, there being at present no complete regiments of that arm in the French service. All these light cavalry have the Hungarian saddle, to which has been added, with some other improvements, as in our service, a cushion for the rider.

The uniform of the light cavalry and of the chasseurs, has been changed greatly for the worse, being similar to that of the Prussian hussars of Frederick the Great's time. The hussars are equally altered in colour and facings. The equipment of both heavy and light cavalry is good, though inferior to ours; but with a view to economize, which is now as much on the ascendant in France as elsewhere, they prolong the period of duration for the uniform coats and jackets, gaining by management six or seven months in every delivery. The white cloak (and with sleeves) is now universal throughout their cavalry.*

* Our correspondent was astonished at the improvement of their horses: though by no means so powerful, their activity is represented as being quite equal to those of England; and though their exercising ground is much broken up and traversed by ditches, scarce a horse ever falls. Perhaps they may be indebted for this to their being constantly accustomed to move in all kinds of ground and at all paces. Though they have purchased horses from Germany, they hope soon to have sufficient from France, and speak with confidence of the public *haras* speedily furnishing an improved breed, and in

If an officer has a fine charger killed, he is reimbursed to the full amount; while in our service the allowance is occasionally not equal to one-third of the original price of the animal, acting as a discouragement to being efficiently mounted. Nothing is represented as more remarkable than the interior economy of their regiments. The strict and exact attention in the most minute details far exceeds that in our service. The whole system is formed on a scale of responsibility, not only in the discipline and organization, but even in instruction. Every sous-officier is as answerable that the men in his squad know all details of their duty and exercises, as for their good order; and is expected at the same time to be capable of putting them through all their drills, and the riding-school lessons. But their functions are almost sinecures, except when the subaltern officers are absent, as these last are expected to fulfil the duties which in our service are only exacted from non-commissioned officers. Each of the four pelotons of the squadron is commanded by an officer, who is responsible for the thirty men and horses of which it consists. They have charge of their instruction on foot as well as on horseback; of their equipment, by seeing them furnished with proper necessaries; their maintenance, payment, and control.

Besides acting towards these thirty men the part of drill and riding-master, they become his quarter-master, standing between him, as his agent and friend, and the administration of the regiment in the expense of his personal equipment, having the right to decline any necessaries of which he may not approve. They are also his paymaster, and have a regular debtor and creditor ledger of the state of the finances of their pelotons, and are able to give from recollection the state of every man's account. Each soldier has a little book containing his own accounts, copied from the above; and besides these, there are the regimental records, so that the whole of the accounts are in triplicate.

All duties expected from the officer and soldier are not only well understood, but capable of being defined by all in the most concise manner; and in all the barrack rooms are suspended the different directions for each non-commissioned officer and private. These are learned by heart, and all are expected to answer instantly what are their prescribed duties, under every possible circumstance. Each non-commissioned officer and soldier, taken indiscriminately, will in consequence stand a strict examination as to what may be expected from him, and answer readily as to the specific uses of all that belongs to the equipment of his horse or the minutiæ of his arms. All is open to the soldier's hourly inspection and observation, and a list of punishments, opposite the offences, is suspended on a printed cartoon in every room. This simple promulgation of their military code may be considered preferable to reading the Mutiny Act, with its legal language and technicalities of "Whereas," &c. which distract the mind by reference to sections, while it is often read with haste and

sufficient numbers to mount their cavalry. A certain sum is allowed yearly for the purchase of horses, which at times exceeds the expenditure. One hundred tolerable average horses had been purchased this spring by le Comte de Merinville, the Colonel of the 5th Hussars, for 350 francs a piece, (about 14*l.*) in the provinces of Lorraine and Alsace; they are all marked in the flank.

carelessness by the adjutants in a sort of jingle from frequent repetition, and is scarcely listened to by the men.

The extent of correction in the power of the commanding-officer appears too small, as it does not exceed four days' confinement, and to award a greater punishment requires the delinquent being placed before a *conseil de discipline*, consisting of seven officers, of which a *chef d'escadron* is president. A roster of duties is hung up in every barrack-room, as is a list of the expenses of the mess, so that no mistake or injustice can take place in the case of any individual. It must strike the most casual observer, that all mixtures are thus avoided; and that nothing is left undefined or dubious, and that if the soldier errs, it is in the face of awarded punishment, which he is no less capable of pointing out than his non-commissioned officer; while, if he feels himself unjustly treated, he remonstrates without hesitation, and brings the public documents to witness the truth of his complaint. Such a representation is not considered, as in armies formed on the German system, as next to mutiny, but is listened to with patience; and both officers and men answer, on all occasions, in a manner quite unusual with us. We understand that the blameable mode of delivering any remark, often accompanied by abuse, so common in our service, (till, it is to be hoped, lately checked by an order from the Horse Guards,) is seldom heard, while the Frenchman, however naturally loquacious, seldom exceeds a respectful sentence, beginning, " Mon General" or " Mon Colonel."

Our correspondent, anxious to benefit our service by what he gleans and observes in other armies, cannot help drawing attention to the very different mode of conducting the duties and discipline of the French and English regiments. He is warmly attached to his own service, which he considers superior to every other; but he thinks that the same object might be obtained (the lash of correction ever *in terrorem*) by a kinder manner towards the individual soldier. Perhaps it would be equally impossible as imprudent to introduce into the British service, from the different temperament of the men and character of the people, a like equality and familiarity as in the French troops; but he thinks a difference might and should be made between the more intelligent, better educated and conducted men, and those of an inferior stamp. This would, by enticing a better class of men to enlist, give what every officer on service has so seriously found the want of,—useful, quick, and steady individuals, who can be trusted without non-commissioned officers, and who, from having confidence ever extended to them, would not feel anxious to seize opportunities of rushing into riot and excess.

Each soldier receives forty francs on joining the regiment, which is expended in his *out-fit*, rendering him answerable, for the future, for keeping up the stock of necessaries, which is less than in our service. Each man has three shirts, one pair of socks, a pair of boots every fifteen months, (the old pair lasting double the time for fatigue-duties,) but *no* shoes, purchasing a pair of wooden *sabots* for stable service. They have a coarse stable-dress, two pair of overalls, an older pair covered with leather for common duties, and a screw, &c. for the arms. The men are shaved by their comrades. They have little leather cases to cover the rowels of the spurs of their second pair of boots, preserving from injury what is packed near them. Their pay, which in-

creases after eight years service, consists of forty-eight sous a day, of which thirty are daily expended for their food, ten retained for keeping up their necessaries, &c. and eight are given for *les menus plaisirs.* They find their own meat; and soup and bread is served to them at nine in the morning, and at four in the afternoon meat and bread; of the latter they receive two pounds a day.

The barrack-rooms of the regiments at Luneville were clean and in good order; and it is a regulation to have, if possible, a *brigadier* in every room. Each soldier has a small iron bedstead, with a straw and hair mattress and a dark coverlet. The appointments are disposed on shelves over their heads, and the arms in racks. Their stables are in excellent order and well littered, and every five horses are separated from the rest by a swinging bar. They have an idea that the stables spoil and corrode the leather, and on this account never place the horse-appointments in the stables, having saddle-rooms express for the purpose. The horses are only fed twice a day. The ration of the light cavalry is but seven pounds of corn and ten of hay and straw, but the corn is increased for the heavy cavalry. The corn is in large bins, and the key is kept by the orderly officer of each squadron, who sees the horses fed himself. Though fed only twice, the horses are dressed three times each day, and they use the curry-comb and brush. Though their horses do not bespeak such good grooming as in our cavalry, (as indeed it is well known none clean their horses so well as the English,) yet the horses of the 5th Hussars had coats nearly as brilliant as our finest carriage-horses. Their condition, however, was worthy of a hunting-stable, far preferable to our bloated parade cavalry horses. The instruction in riding deserves much attention, and they have a similar school of equitation to our establishment at St. John's Wood. This is at Saumur, and furnishes riding-masters to every regiment: these have the rank of captain, but are not efficient officers on the strength of the corps: there are several other rough-riders, inferior to him, having the rank of non-commissioned officer. The captain and subalterns, however, give the words of command to their men in the riding-school, being as capable of putting them through the lessons as the riding-master. They ride well, but are far too stiff on horseback; and the rapid progress of the recruits bespeaks the system as efficient. The lance is taught by the same Polish exercise as in our service, and the sword exercise is as long as in ours. But unless they allow more play of the body on horseback, they are right in continuing their system of giving point, as they cannot give an efficient blow when thus seated like statues on their horses. The riding-school at Luneville is fine, and nearly as large as that attached to the Pavilion at Brighton.

The corps is out, during their sojourn at Luneville, four times a week on horseback, twice on foot, and the seventh day is appropriated to the riding-school. The exercising-ground is bad: when first established it was more convenient, from their being allowed to move over the whole open country; but the farmers soon objected to this, and now they have but a few acres, near the Nancy road, which, besides being faulty, is far too narrow; indeed, from the deep furrows which intersect the plain, it is wonderful how the horses keep their legs, proving them well in hand, as on the worst ground not a horse fell.

The nine regiments in the field are represented as offering a splendid

spectacle, well worthy, says our correspondent, of a trip across France to witness. They have but one standard, and a lieutenant is appointed *porte-étendard*, and so named in the Army List.

The bands are good, and by a late ordinance the expense is paid by the King, obviating the necessity, as before, of a subscription by the officers. Many of the sounds and marches are English.

In order to prove that one system exists throughout the service, and to accustom them to exercise together, they mix the squadrons of the regiments of a brigade: the advantage of this must be evident to all who have seen detached squadrons on service placed to act in line with those of other regiments.

Their mode of evolution is now become that of the English service, and it appears to answer most fully for all the purposes of the field. Our correspondent nevertheless thinks, however advantageous the moving *by division*, which is certainly the most *handy* position of a regiment, that the wheeling *by threes* should not be given up, particularly for retiring in line, &c.

It is impossible to conceive any thing more difficult than moving four lines of cavalry of six squadrons each, in a ground hardly wide enough for eight; and yet, when moving in contiguous columns, or in line, they never lost their respective distances, and could have deployed from the front, or changed front in right angles from the last, at any time throughout the operations.

The line of Hussars in front, the Chasseurs in the second line, and the Dragoons, supported by the shining steel-encased Cuirassiers, carried back the mind to those periods of the continental wars, when the brilliant charges of this same cavalry decided the fate, not only of battles, but, for some years, of Europe.

It is very extraordinary that they should not have some batteries of horse artillery, with twenty-four squadrons of cavalry. Besides the regular staff, an orderly officer attended Gen. Mermet from each brigade, to expedite his orders; and it was pleasing to see the mode of carrying on the manœuvres. There was a sharpness, modified by good-humour, that caused all to pass off with satisfaction; and if an officer was blamed, he had no occasion to feel that his *amour-propre* was wounded. The *gens-d'armes* kept the ground, and turned back all who had not the General's permission to be on the spot.

One very striking custom in use during these camps carries back the recollections to the ancient armed annual assemblies of the Champ de Mars, or, after, de *Mai*, (the Dussateer of the Mahrattas,) of the early Franks, though collected for a very different purpose. On Sundays, the whole corps is assembled on horseback for prayer, and an Aumonier, or chaplain, (one of whom is attached to every regiment,) being posted on the high terrace of the gardens of the old château, performs mass to this *centaur* congregation. In bad weather, the whole of the officers and detachments of the different regiments hear divine service in the chapel of the old palace. Both, we are assured, are striking military *spectacles*, and much increased by sacred music played by the various bands.

Our correspondent requests us to call upon our cavalry officers to attend these camps, as they will learn from them, particularly now that our movements are on the same principle, more in two days than they

can hope, situated and cantoned as our army is at present, in their whole lives. Another cause also presents itself as highly advantageous to both services. These visits will bring together the officers of the two armies, who have so long opposed each other, and tend to efface old prejudices and heart-burnings, which may have grown up during the late wars.

The friendly, frank, and gentlemanlike conduct of the officers cannot but leave an agreeable impression, and it is most pleasing to see it evinced by the officers belonging alike to the ancient and new army. It will not fail to be observed, that the merit and gallantry which have raised officers of the former from the rank of privates, is accompanied by a conduct and manner which we too often consider as only compatible with birth and refined civil education. Many of our received opinions, from the glaring and rapacious conduct of a limited number, will be found without foundation; while the present small means of most officers of the Imperial armies, few being in moderate circumstances, will prove the charges of indiscriminate individual extortion amongst that class wholly groundless. We must not mistake the acts of Buonaparte, (who laid all Europe under heavy contribution and impositions for the support of his army,) for those of the individuals who were forced to carry them into execution.

PRIORITY OF SERVICES IN THE EUROPEAN ARMIES.

Previous to the French Revolution, that nation had regiments in its service which were formed and had existed from the early part of the sixteenth century, such as that of Piedmont, having been originally the celebrated "*Black Bands*," raised by one of the family of Medici, and which, as a corps under a Condottiere, had passed into the French service. Spain could also boast the Walloon Guards, to be dated from the middle of the same century. At present, the Austrians, (though it is not generally known,) have two corps of unquestionably the *longest standing* of any army in Europe, now that the Janissaries, who were established early in the fourteenth century, have been plucked out "root and branch."

The 24th regiment of the line, now recruited in Galicia, and the 36th recruited in Bohemia, were both raised in 1632. Next to these old corps, our own Royals may be ranked, bearing date in the following year; if, however, one or more of the other five of the *old six regiments* in our army, (several of which were in the service of Holland from Elizabeth's time, till brought back by William the Third,) may not, on inquiry, be found of an earlier date than either.

The Austrian regiment of Souches, disbanded in 1809, was raised 1642, and the 8th regiment, now recruited in Moldavia, in 1647. Our Coldstream was *created* in 1650, by Cromwell, for Monk on his going to Scotland; but being formed from the regiments of Fenwick and Haselrigge, which date from the "*new model*" in 1645, it may be said to take precedence of the latter German corps, and is the fourth in seniority existing in Europe. The Austrian army is far behind the other European services. Nothing has been altered since the time of the Emperor Joseph. This arises from the dread of the present Emperor of any *innovation, from* the harm produced by the changes that commenced in

Europe in 1788. It is in consequence without any of the improvements of modern armies, and will soon not only require, but demand the introduction of an entirely new system. The internal economy is detestable; and the appointments of the officers, and the equipment of the men, less encouraging than those of neighbouring States.

The French have but three founderies at present, at Toulouse, Strasbourg, and Douai. It is contemplated to remove one of the latter to Metz, in order that the school of artillery, which is in that city, should have the advantage of witnessing the construction of *bouches à feu*.

The Austrians exceed our system of having a few national and provincial regiments, not having the inhabitants of any of the countries which form their empires mixed in the same regiments, the officers excepted. The regiments are called Hungarian, Polish, Moravian, Galician, Moldavian, Lombardian, (of which state they have one of cavalry, and ten of infantry,) Illyrian, &c. They have but one corps of Tyrolese, who are riflemen, but of several battalions, and may be compared to our rifle brigade.

NOTES FROM THE UNPUBLISHED JOURNAL OF A LATE NAVAL OFFICER.

Port Pireus, Sept. 24th, 18—.

Five days ago I landed at the south side of the harbour, and walked round the ancient boundaries of the Pireus. Outside the entrance of the fort, the remains of the walls of this naval arsenal of Athens are distinctly seen. Built of immense squared stones, of similar quality to that of the neighbouring rocks, they may be traced, running in straight lines along the beach, and forming angles corresponding to the form of the promontory which they surround. At each of these angles are the foundations of what perhaps were, from their strong quadrangular shape, towers either of defence or observation. Following the beach from the Pireus to the southward about a mile, what is called the Tomb of Themistocles is seen. It is situate outside one of the angles of the remaining walls, and close down to the watermark: it consists of a double stone coffin or sarcophagus, both apparently cut out of the rock around, the materials being similar; and the inner coffin having so long withstood the action of the winds and waves leading to such a supposition. One end and one of the sides of the inner coffin are wanting, but the rest of its margin round is on a level with the rock out of which the outer is excavated; and its cavity, which is about eighteen inches deep, is filled with water, and allows free ingress and exit to every wave which rolls over it from the disturbed Ægean.

Near to this venerated spot are the overturned remains of what anciently formed a very large column, of the same kind of stone of which the neighbouring walls are built. Of this column the base only is *in situ;* the other pieces are lying in a rude line looking inwards, and consist of ten pieces, each about five and a half feet in diameter. Whether this piece of architecture is more or less ancient, I cannot venture to decide; my opinion, however, is, that it is ancient, and probably it might have been intended as a landmark to vessels making the harbour, or to point out where the ashes of the heroic Themistocles were deposited.

GRECIAN NAVAL WARFARE.

Off Missolonghi, Jan. 1826.

During the last two days, the monotonous nature of the warfare between the belligerents has been broken through, and their tactics have been rather interesting to the neutral spectator. On the morning of the 27th, Miaulis' squadron of twenty-five sail were at anchor behind the Scrophies, and with the view of obtaining some advantage over two or three of the enemy's ships at anchor on the north side of the Gulf, they got under weigh in the course of the afternoon, but whether seen by the Turks or not, I cannot say. The latter also got and kept under sail all day, and when night came on, they were cruizing between the Scrophies and Cape Papas, where they must have continued during the night without coming to an anchor. Towards four o'clock on the following morning, it appears the Greek fleet had beaten up to the same place, and had come in collision with their enemies, from the flashes and reports of great guns seen and heard from the anchorage at Missolonghi. About an hour afterwards the close engagement of the parties was conspicuously confirmed by the blaze of a fire-ship, which burst forth to the westward, about six miles distance from Missolonghi. It was a beautifully clear starry morning, the moon was waning, the wind very scanty, and not a cloud to be seen in the clear face of the heavens: every thing, in fact, was strikingly contrasted with the terrific object that then riveted upon it the eyes of every beholder. So bright was the conflagration in a very few minutes, that, to the naked eye, the whole seemed to be an immense orb of fire resting on the watery horizon, while neither the fire-ship nor her object of certain destruction could be at all distinguished. By the aid of a night-glass, the masts of both could be seen like pillars of fire; and over all, at one time, the royals and other lofty sails could be observed, like meteors flaring in the lurid canopy of night, while they reflected from their illumined folds the light of the flames, which soon afterwards consumed them. For some time, the bulk of the conflagration gradually increased, then it became stationary; while through the ambient volumes of smoke, which nothing but the darkness of the morning prevented us from seeing, the white sails of some other vessels could be seen illumined, as they passed by or manœuvred round the nucleus of light; and at times the stillness of the hour was interrupted by the occasional reports of some guns in the same direction, serving as minute notices to the work of destruction and death. In about an hour after the fire was first seen, the close and repeated discharges of great guns announced the progress of the combustion; and in a few minutes afterwards, the explosion of the magazine took place, with a sudden burst and elevation into the atmosphere of a tremendous body of ignited materials, which at first were hidden by the dense volumes of smoke carried up with them, but afterwards on descending appeared like a thousand rockets slowly dropping from their acmé of projection. With the descent of this shower of fire, the sound of the explosion just reached us, and burst on the ear with a concussion hardly to be conceived, save from the jaws of a volcano; while the dark mass of smoke, now separated from its source, soon gained its equilibrium in the atmosphere, became a little silvered on the top by the faint rays of

the moon, and serenely sailed along with the breeze as the only cloud of the morning, leaving soon the spot whence it so furiously arose, a scene of silent darkness, death, and bloodshed.

This was a scene, which for grandeur might have kindled up with admiration the burning ardour of the youthful warrior; it was one, however, of melancholy consideration to humanity, and revolting to the feelings; for, as we afterwards learned, many of our fellow-creatures fell by the sword as well as by the fire. Surrounded by the Greeks, in attempting to escape from the flames, many of the Turks sank under the ruthless sword of their enemies, and with their blood dyed the waves, to which they had committed themselves for safety.

The burning of this vessel, which proved to be a large corvette found by the Greeks at anchor on the north side of the Gulf, was followed by the retreat of the Turkish squadron to Patrass, and the pursuit after them by Miaulis' fleet, which soon after daylight was seen off Missolonghi. Communicating with the place by signal, the Greek fleet only awaited a breeze favourable for their farther advancement, and for the entrance of a flotilla of large boats under sail, which followed them thus far into the canals, through which they made for the town, and discharged their cargoes of provisions, powder, and ammunition, so that the blockade of the place was again raised, for the third time this campaign. In the former part of the day, the Greek fleet made up to that of their enemy's, which was formed at some distance in the bottom of the Gulf. About 11 A. M. the Turks having got the wind off-shore in their rear, slowly but cautiously advanced towards the Greeks; but the wind being little to be depended on and variable, they hove to within gun-shot range, when a mutual firing commenced, but principally on the Turkish side. After much cautious manœuvring and bad tactics on one part, and native seamanship on the other, as far as wind permitted, one of the Turkish fire-ships having, previously to the wind's becoming scanty, rather boldly advanced on the van of the Greek fleet, was boarded and taken possession of without much resistance, in the face of the whole Turkish fleet. One Greek boat boarded on the quarter, and another on the bow. The crew of the fire-ship, after discharging a few musket-shots, jumped over the opposite side of the vessel, escaped in a launch, and got under the protection of some of the nearest of their own ships. In a moment after the Greeks got on board, the bloody flag was hauled down, the white cross was hoisted, and the sails trimmed for bringing the prize into their own line-of-battle. It was a beautifully clear day when this happened, and scarcely a ripple on the water, save when it was disturbed by the reverberation of the guns. The capture of this vessel must have been galling to the Capitan Pacha, who was at no great distance with the heavy fleet, and expected to have seen the destruction of some of his adversaries by means of his new fire-ship. This is the first season wherein the Turks have thought of using fire-vessels as well as the Greeks, who have again still farther outreached their enemies, in the adoption of armed boats and gun-boats, for taking advantage of such opportunities of boarding as this instance afforded.

Previous to the Greeks closing with their opponents this morning, an example of the barbarous character of this war took place before our eyes, which was revolting to the feelings of every civilized

being. From the bowsprit of the Greek Admiral's brig, a Turk was seen to jump into the water, whether forced or not I could not say, but, in passing a boat towing astern, one of the crew in the boat drew his yataghan, and cut the fugitive deeply across the face; while, as the vessel left him struggling in the waves, others levelled their muskets and fired at him from the brig, until he sank to rise no more. Some of the Greeks said he was saved from the corvette that was burnt in the morning, and that his jumping overboard was in consequence of having attempted the life of some of the people on board, by seizing on one of their knives. However it may be, it shows the horrid character of the warfare now so relentlessly carrying on, and how much its termination is to be desired. Amid all the strife and hubbub, the Greeks seem not to consider themselves absolved from religious observances, from being in blue water; and this day being St. Antonio's, a salute of three guns for the Saint was fired from each vessel in the morning. What also seemed to add to the incongruity of the holy observance, was one of their brigs standing across from Missolonghi to Cape Patrass, and setting fire to a Turkish corvette and fire-ship that had been on shore for some days.

DEATH OF A CORSICAN CHIEF.

THE page of naval history is, unhappily, too often shadowed by vivid and affecting descriptions of famine; but amongst the instances of fellow-creatures tyrannically condemned to starvation, except by the delineation of poets or painters, a veil is drawn over their calamities;—even in Dante's terrific recital of the lingering torments of an imprisoned family—the silence of despair—the successive deaths—and the agony of hunger overpowering grief,—Ugolino, *forbendola a' capelli del capo ch' egli avea diretro guasto* is made to exclaim,—

> "How—trusting the vile prelate's artful snare,
> I suffer'd bondage, thou may'st be aware,
> But yet, the cruel woes by which I fell,
> Which thou shalt hear—the dead alone can tell."

In the following document, however, the personal thoughts and feelings of a devoted individual present a real picture of the gradations by which the human frame is subdued. Yet it does not follow that every unfortunate victim would be capable of a similar tone of mind and body under such sufferings; for this autograph detail was written by a man who, by his prison "versi sciolti," appears to have possessed considerable literary talents, and who was, moreover, guiltless of spilling the blood which gave rise to the feud whence originated all his woes. He seems to have been of a less turbulent disposition than is usual amongst his countrymen, who, notwithstanding the fervid encomiums of the delighted Boswell, are a vindictive and arrogant race, and, although they hold some moral qualities in esteem, are remorseless murderers. Indeed, from personal acquaintance with the subject, we feel obliged to confess, that most of their virtues are those of a semi-barbarous people; and that the cunning usually attendant on ignorance, is one of the most prominent features in the Corsican charac-

ter. They are prone to idleness and mischief, yet are capable of being roused, by hopes of profit, to occasional efforts of industry; for their intervals of leisure, they have few useful or agreeable occupations to rescue them from the oppressive languor incident to a state of indolent vacuity; and the popular profession of "il dolce far niente" has too many votaries to permit much general prosperity. Females hold but a degraded station; and the rites of hospitality, as usual where there is little social intercourse, are observed as mere duties,—nor is the obligation sufficiently binding to deter him who refuses the pecuniary recompense offered for accommodation, from waylaying and robbing his late guest. With such vices, solecism as it may appear, we admit that they have also fixed principles of action, and determinate notions of honour, however erroneous.

Luc' Antonio Viterbi, the hero of our tragic tale, was born at Penta, in Corsica, in 1769, and had attained the enthusiastic age of twenty-three, when he became inflamed with the delusions of the French revolution. Having accompanied his father Simon Paulo to a convention of insular *notables*, it was proposed, in the spirit of the new doctrines, to exclude the Frediani family therefrom, on account of its nobility; to this the elder Viterbi objected, till, finding his arguments overruled, he yielded to the majority. When the assembly had dissolved, a partisan of the obnoxious family reproached him for wavering; and in the altercation which ensued, he was suddenly stabbed. On the alarm being given, the son found considerable difficulty in forcing himself into the room to attend his bleeding parent; and one of the Frediani being killed at the instant in the door-way, Luc' Antonio was suspected of being the assassin.

A deadly feud now flamed between the families, which manifested itself by repeated attacks, in which the Viterbi appear to have been more on the defensive than their opponents. The arrival of Gen. Paoli suspended these murderous outrages; but in consequence of taking opposite views of political exigencies, our hero's family differed with that chief, and withdrew to Toulon, where they remained until the evacuation of the island by the English. In the interim, the Frediani had glutted their vengeance by seizing their enemy's property, and laying waste his lands,—deeds for which they were now imperiously called to account. By a not unusual compromise, an intermarriage was proposed and accepted, as the effectual means of assuaging animosities, and old Simon Paulo set off to suppress the legal proceedings; but unfortunately, his intention being misconceived by the Frediani, they procured his assassination on the road. General indignation followed the perpetration of this atrocity, and the laws assigned all the compensation in their power.

Luc' Antonio became *Accusateur Publique*, and executed the office with such integrity, as to promise a career of honour. But chance, or a concurrence of uncontrollable events, exercises a vast influence over the thoughts and actions of men;—so Luca, unadvisedly refusing his vote for Napoleon's elevation to the throne, became inimical to the ruling powers, and was consequently obliged to retire to Penta, followed by the harassing insults of his former foes. In 1814, one of the Frediani was shot from an ambush, under circumstances which involved our hero and his son in considerable suspicion; yet Buonaparte's

escape from Elba happening then to engross the public attention, no positive measures were adopted, and he, with other chiefs, repaired to the public rendezvous, at the head of his vassals.

Here a new misfortune assailed him, in his people being instigated to a skirmish by the followers of the Ceccaldi, also his personal enemies, in which two of the latter were killed; whereupon Luc' Antonio and his son absconded. The Buonapartists obtained a decree for the confiscation of his property, the burning of his house, and the erection of a pillar of infamy on the spot; this, however, was rescinded on the settlement of public affairs, and both father and son were pardoned, after a short imprisonment. They once more returned tranquilly to Penta, where they were received with the strongest marks of attachment by the peasantry, and hoped to have ended their days in peace. But, alas! the assassination of Donato Frediani in 1814, was revived; the son escaped to the continent, but Luc' Antonio, despite of various fruitless appeals, was imprisoned, and after a trial of fifteen days, condemned to be guillotined. The sufferer defended himself with great presence of mind, and then sought delay, only that he might avoid the disgrace of a public execution, by taking laudanum. This failing in its effect, he hoped to increase a diarrhœa, under which he was labouring, by sudden repletion; but the effort, on the contrary, occasioned it to cease, so that his only resource was starvation. The following is a literal translation of his extraordinary journal; and it should be noted, that, finding himself weak, he signed it on the 18th of December, but he did not die till the 20th, when he stretched himself out, and calmly ejaculating, "I am prepared to leave this world," expired.

1821. 25th Nov.—At ten o'clock in the morning I ate abundantly, and with appetite. At three in the afternoon, I took eleven doses of a narcotic mixture. Until eleven at night, I remained awake and very tranquil; a pleasing warmth ran through my veins, the diarrhœa had ceased, and my general health improved. I then fell asleep, and enjoyed profound repose till one, when one of the guards asked me if I was asleep, and I could scarcely show that I was awake.

26th.—I fell asleep again almost immediately, and passed five hours in a deep lethargy. From that time till eleven I continued alternately sleeping and waking, amused with delightful though short dreams. My sleeping then decreased, but did not entirely cease, and the day passed without my feeling an inconvenience of any kind. I found the effect of the elixir had entirely ceased to act. I finished the 26th day very tranquilly. At night, I conversed with the gaolers and three soldiers of the guard, till midnight.

27th.—About one, I began to sleep, and woke only for a short time at half-past four; then slept again for an hour, when I felt well and strong, only my mouth was rather bitter. Thus I have passed two days without eating, yet feel no inconvenience. . . . . .*Four days are here omitted in the manuscript.* . . . . .

2d Dec.—At three o'clock to-day I ate with appetite, and passed the night very tranquilly.

3d, Monday.—Without eating or drinking, and without being agitated by the privation.

4th, Tuesday.—Without taking any food or drink whatever, I con-

tinued through the day and night in a state of health and quiet, calculated to please any one not in my situation.

5th.—Last night I did not sleep at all, yet it arose entirely from the agitation of my mind. In the morning, and also through the day, I was more calm. It is already two P.M. and after three days my pulse does not show much inclination to fever, the motion is rather more rapid, and the pulsation heavier; I feel no inconvenience of any kind. My imagination is fervid, my sight very clear, nor do I feel the least hunger or drought. My mouth is free from bitterness, my hearing is distinct, I feel vigour throughout my body. At half-past four, I closed my eyes for a few minutes, but a sudden tremour awoke me. At half-past five, I began to feel pain in my left breast, but not fixed. My pulse begins to elongate itself towards the elbow, like a fine thread. After eight o'clock, I slept tranquilly for an hour, and then found my pulse perfectly calm. Again I slept till eleven, when my pulse became very perceptibly weaker. At one, my throat was very dry, with a stinging thirst. The same at eight o'clock, with a slight pain in the heart. The left pulse oscillates in opposition to the right, denoting the disturbance occasioned by a want of food.

6th.—On the failure of the first means which I had recourse to, I lost my courage and my good sense. My situation was truly lamentable, for I was precluded from all other means deemed certain; every report, every word, allured a mind weakened by misfortune. The physician advised me to eat, assuring me that I should linger fifteen days by starvation. The excessive delicacy of the Advocate Marii is the cause of all my present agony; I determined on trying repletion, but it had a contrary effect to what I had hoped, by arresting the diarrhœ; in short, I am unfortunate in every way. It is now four days since I ate or drank, yet I have no fever. I deserve pity, and not reproach. I began in a higher tone, even than Cato, the end may perhaps correspond to the beginning. I suffer a burning thirst, and devouring hunger, with unshaken courage, and unalterable firmness. At ten, my pulse grew weak, and my head became confused. At mid-day, the right pulse indicated intermittency, and then the left. At three, my pulse was very weak; the intermittency had ceased: my sight vacillated. At four, the intermittency recommenced, but my head was clear. At six, the intermittency ceased, and the pulse became stronger and more regular. At nine, great want of strength, the pulse regular, the mouth dry. Twelve, strange variations followed in the pulse, but it is now regular, though feeble; mouth and throat very dry; half an hour's tranquil sleep.

7th.—By six o'clock I had had four hours' comfortable sleep. On waking, my head was giddy, accompanied by a burning thirst, and great commotion in my pulse. Until half-past three, there was perfect calm in my pulse, but then a convulsive motion began, with intermittency in the left, and slacker in the right: my thirst is diminished. At mid-day, my pulse was regular. At two, a burning thirst, weak pulse, but not feverish. At four, decided intermittency in both pulses. At six, pulse perfectly calm. At midnight, great thirst with bitterness, but otherwise tranquil.

8th Dec.—At four, an intolerable thirst, but otherwise calm; had some hours' quite sleep. At eight in the morning, after two hours' very

tranquil repose, mouth extremely dry, tongue so parched as nearly to prevent speaking, very ardent thirst. Intermittent at eleven; quite calm at twelve, but an ardent thirst. Half an hour's rest in the afternoon; two minutes swimming of the head on waking, but perfect tranquillity of pulse; the burning thirst continues, and my strength diminishes, but yet my body is calm. At eight, my pulse is vigorous, but every third pulsation is intermittent. Burning thirst; all the rest calm. At twelve, found I had had an hour's repose, but swimmings on waking, and pulse disordered. General debility, especially of sight.

9th.—At three, found that I had slept an hour, and again on waking found myself giddy, with the usual symptoms. After seven, the intermittent pulsations ceased giving way to extreme weakness; very burning thirst. At three P. M. half an hour's sleep, succeeded by the usual symptoms. My head then became tranquil, as well as all the rest of my body; but my extremities were cold until evening, when my pulse became vigorous and regular, and all my senses were restored to their pristine acuteness. A burning perpetual thirst. Ten o'clock,—the fear of ignominy only, and not the fear of death, confirms me in the resolution of entirely abstaining from all nourishment; though in the execution of this strange project I suffer the most frightful agony and unheard of torments. My innocence gives me the courage to conquer the sufferings of such prolonged privation. I forgive those judges who have condemned me from sincere conviction; but I swear an eternal, implacable hatred,—a hatred that I shall transmit to my descendants, against the infamous, the abominable, the blood-thirsty Boucher; that monster of iniquity, following the impulses of his private hatred, has sacrificed an entire, honest, and innocent family, through revenge. The usual symptoms of a tranquil pulse and burning thirst still continue.

10th.—The thirst diminished between six and eight A. M. Still giddy on waking, pulse very weak, but regular. If it be true that in Elysium we preserve the memory of mundane things, I shall always have before my eyes the image of the protector of truth and innocence, the respectable Counsellor Abbatucci! May Heaven shower down its choicest blessings on him and his posterity. This wish is uttered with a heart full of the most sincere gratitude. At twelve, a steady head, tranquil stomach, senses acute, and I continue to enjoy snuff. Thirst has regained its violence, but my hunger has ceased. In the afternoon, hunger returned several times; pulse rather accelerated, otherwise tranquil.

11th.—Before midnight great avidity to eat, with inextinguishable thirst, then obtained tranquil sleep. At six, pulse much weakened, and announcing approaching dissolution. Thirst more bearable. I have undertaken and achieved one of the most extraordinary projects, perhaps, that ever was imagined by man; yes, I have achieved it, undergoing incredible agonies, to free my family, my relations, and my friends from ignominy; not to give my enemies the satisfaction of seeing my head fall by the guillotine; and to teach the iniquitous, monstrous, infamous Boucher, the temper of the Corsican character. When he hears of the means by which I have ended my days, he will shudder and tremble, lest some one, emulating my virtue, shall avenge the innocent victim of his iniquitous intrigues.

At two P. M.—The excessive weakness ceasing after about an hour, my pulse has regained a regular vigour, which to me is alarming. Every part of my body is tranquil, although my strength is diminished. Six o'clock.—My intellectual faculties are in their usual state. Hunger has ceased entirely, and thirst is more tolerable. My physical strength sensibly diminishes. Ten o'clock.—*Deus, in nomine tuo salvum me fac, et in virtute tua libera me.* In these words are comprised my religious principles. Since my seventeenth year, I have always believed in one God, Creator of the Universe, rewarder of the good, and severe punisher of the bad. Since then, I never believed in man.

12th.—From one o'clock I had a lethargic sleep of four hours and a half, I then lay for an hour in a scarcely sensible state, with every indication of approaching death: yet I revived, and now at nine o'clock my pulse is weak but regular, and my thirst somewhat diminished. At six P. M. my thirst returned, but no hunger,—my faculties clear, constantly awake, strength in every part. Ten P. M. Very burning thirst, pulsations very weak and irregular,—a cessation of the dilation and contraction of the heart; languid all over; great dislike to the light, —faintness.

13th.—At midnight, the pulsations became very slight and intermittent, with a burning thirst and general weakness. In this extreme, my reason quitted me, and without the concurrence of my judgment, urged by a burning thirst, I seized a jug and drank a considerable draught of water. Soon after, all my extremities became icy cold, the pulsations ceased entirely; all the symptoms were those of death. (He now stretched himself on his pallet, and exclaimed to the soldiers who were guarding him, "Look how well I have laid myself out.") The physician, who had arrived an hour before, asked me in those convulsive moments whether I would take any thing, and giving me four or five spoonsful of wine, restored me to life and strength. I then again drank some water. Ten A.M. I now feel myself much the same as yesterday morning, only my thirst is more tolerable. Two P.M. No particular inconvenience, no hunger; the pulsations of the heart have entirely ceased. Six P. M. No motion in the heart, pulse very low, thirst bearable, no hunger, head clear, faculties all in a good state. Ten at night, after half an hour's very placid sleep, felt a slight shiver over my body; pulsations scarcely perceptible, still my faculties are as usual. Shiverings encreasing, my feet warm, but nose and ears cold.

14th.—After the convulsions above described, I had three hours tranquil sleep, accompanied by pleasant dreams. On waking, my thirst was very great, pulsations very weak, those of the heart quite ceased. My faculties in a good state, but my physical strength decreased since yesterday. At one P.M. my thirst increased beyond every thing,—my pulse was alternately weak and strong, but always regular, though the motion of the heart has quite subsided. Still my faculties are good, considering the reduced state of my body. All the world has abandoned me, but I still preserve and shall preserve as long as I live, the best of my possessions, my constancy. On the 10th instant, my thirst was such, that having filled my mouth with water, I could not resist swallowing it,—during the convulsions of the 12th, I drank in presence of the doctor above a tumbler of water,—and again during

that of the 13th, rather more than half a tumbler. Total absence of appetite. Ten o'clock at night, insufferable thirst, as in the course of the day; febrile pulsations, warmth over all my body. No indication of convulsions like those of the preceding night. Since the 2d instant, I have been deprived of every kind of consolation; no news of my family. To such of my relations as are in the town, all access to this prison has been prohibited. Seven inexorable soldiers have passed the night and the day in the small room in which I am confined, observing with an inquisitorial rigour my every motion or word; so barbarous and superfluous a degree of circumspection would be more suitable to the prisons of a seraglio, or a Pasha of St. Jean d'Acre, than to those of the French Government. They wish to prevent me from dying, but I flatter myself that I shall disappoint all the efforts and measures practised by the ministry.

15th.—Vigorous pulsations until three A.M.; feverish heat in all my body, very hot thirst, succeeded by calm repose till six. Fainting and insensibility of half an hour. At seven, the pulsations recommenced, but continued very weak till mid-day.

16th.—From ten till four burning thirst, otherwise calm; after four o'clock, vigorous pulsations, accompanied by febrile heat; these ceased for an hour, then recommenced very faintly. It is now seven o'clock, and the pulsation is so little perceptible, that I think the end of my days and of my agonies must be near. This journal will be delivered after my death to my nephew, G. G. Guerrini, who will take care to send a copy of it to the Presidents Mezard, Pasqualini, and Suzzoni; and the fourth to Signor Rigo, whom I request to fulfil my wish, as I before expressed to him personally.

17th.—Yesterday passed very tranquilly. I now find myself the same, only my pulse is very weak. I die with a pure and innocent soul, and end my days with that tranquillity with which Seneca, Socrates, and Petronius ended theirs.

18th.—Eleven o'clock, I am near upon ending my days by the calm death of the just. Both hunger and thirst have ceased to torment me. My mind is collected, my sight is clear, and a universal suavity reigns throughout my heart, my conscience, and every part of me. The few moments that remain to me, flow as smoothly as does a gentle rivulet through a flowery meadow. The lamp is near being extinguished for want of the fluid requisite to feed the flame.

(Signed) ANTONIO VITERBI.

SERVICE AFLOAT DURING THE LATE WAR.*

BEING THE PERSONAL NARRATIVE OF A NAVAL OFFICER.

THE peace having materially changed my prospects in the East India Service, it became necessary to turn my views in another direction, and a friend having just returned from the island of Jamaica, where, among the commercial class, he possessed extensive connexions and influence, his advice and patronage determined me on taking a trip to that island. Accordingly, furnished with credentials to many of the most opulent and respectable of the mercantile community in the city of Kingston, I embarked as passenger in the West India ship Royal Edward.

Our voyage was not remarkable for any event of interest. We made the Canaries, and had an opportunity for two or three days, during which our progress was retarded by light winds and calms, of contemplating the lofty peak of Teneriffe, lifting itself high above the clouds; and after a pleasant passage of between five and six weeks of uninterrupted fine weather, we arrived in the harbour of Kingston.

Anticipation is the mother of disappointment. My reception, however, on landing, if not quite so cordial as my fancy had led me to expect, was on the whole tolerable; but the fine hopes I had been led to form from my commercial speculations, met with little encouragement. Trade, I was given to understand, was languishing. I was recommended to turn planter; and as I had but the choice of following the suggestions, or foregoing the patronage of my advisers, after a little grave prosing, in which a very pretty picture of the advantages and felicity of such a mode of life was delineated, I acquiesced. This settled, it was soon intimated to me, that Kingston being peculiarly unhealthy, and above all inimical to the constitutions of new comers, no time should be lost in proceeding to the interior, where, in a purer and more temperate atmosphere, I might become seasoned to the climate, and have at once the opportunity of essaying my new profession. With this view, a journey into the country was forthwith decided on, and however unwillingly, it being little in unison with my inclinations, on the second or third day of my sojourn in Kingston I set off with two or three acquaintances, proceeding in the same direction, for the place of my probation, a coffee-plantation in the heart of the mountains, some thirty miles from the city.

Few countries can boast more magnificent scenery than Jamaica, a fact which, in spite of the somewhat unfavourable state of the atmosphere on quitting the low lands, at times hazy, with latterly some drizzling showers, I had ample opportunity of verifying. The first five or six miles from the town, our way led over a flat covered with fields of the sugar-cane; the remainder of the journey through a mountainous country thickly covered with wood. As we wound along the zig-zag paths of the steep acclivities, now on the brink of a perpendicular precipice hundreds of feet in depth, with a torrent foaming through the dark abyss below, or now emerging from some narrow mountain-pass, which commanded a prospect more extended, the eye

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* Continued from page 14.

was ravished with every variety of landscape. Before us to the northward, as the clouds broke, we had an occasional glimpse of that stupendous central chain called the Blue Mountains, towering above the dense volumes of vapour which encircled them. Beneath, in contrast to the frowning grandeur of these, the sight reposed on the rich and verdant valley; or, turning to the south, rested on the level and extended savannah, with the ocean in the distance, blending its blue horizon with the ethereal azure of the sky. Here and there below, in some sequestered dell, the snug planter's house and negro village peeped forth from a grove of clustering bananas, in the midst of a forest of the luxuriant and blossomed coffee-shrub. But the eye alone can convey an adequate conception of tropical scenery, particularly in this island. Here Nature, ever bountiful, is prodigal in the extreme; and whether viewed in the awful magnificence in which she sits enthroned in her giant mountains, the richness and profusion in which she revels in the low lands, or the gorgeousness of tint and colouring in which she is everywhere arrayed, she alike defies the pencil or the pen to render her justice.

The spot of my seclusion was a coffee-plantation, the dwelling-house and premises of which were situated on the brow of a small conical hill, at the bottom and at the eastern extremity of a deep valley or basin, formed by the surrounding mountains. Those to the north and east, rising one above another, in an immense amphitheatre, until lost in the clouds; to the southward they were less bold. A torrent foamed down a ravine at the back of the house, a branch of which turning off in a small artificial channel, babbled in a crystal stream through the works below, where it served the purpose of turning a mill for the preparation of the coffee, and added at the same time to the beauty of the landscape.

On the estate, and not far distant from our abode, was a cave, one of the many haunts of the celebrated Obi Man, so long the terror of Jamaica, and whose fame, through the medium of dramatic story, at the beginning of the present century, reached to our own shores, under the well-remembered *sobriquet*, from a corresponding mutilation in one of his hands, of Three-fingered Jack.

The theatre of this singular being's exploits having been principally on this part of the island, and the facts still recent on my arrival in Jamaica, I had the opportunity of picking up some interesting particulars from various individuals well acquainted with our hero's history, and among others, from the Maroon Negro Quashi, alias Jonathan Reader, the man who finally put a period to the unfortunate Jack's enterprises, and at the same time his existence.*

* This man, whose audacious depredations and bold daring were at once the dread and admiration of the islanders, whose efforts, backed by the most strenuous exertions of the civil and military authorities, he continued so long to defy, exercised over the negro population, prone to superstition, the most unlimited influence, principally through their unshaken faith in his supernatural attributes, he being one of the pretenders to the charm of Obi, or African necromancy. This belief was strengthened by his almost superhuman physical strength, activity, and indomitable courage. In muscular power, he was said to be a match for any three men in the Colony; and his locomotive energies were no less surprising; his activity and celerity of motion being such as to countenance the delusion that prevailed, as to the unearthly agency of which he was said to avail himself. Oftentimes, when the negroes of an estate, to the amount of two or three hundred, were

One evening, shortly after my arrival, having retired rather earlier than usual, I had just turned-in, as the sailors phrase is, but had not yet disposed myself to sleep, when I suddenly felt the bed, the furniture, and the whole fabric in motion: the sensation this occasioned was of so peculiar a kind, that I find some difficulty in conveying an accurate idea of it. It seemed as if some mighty arm, applying a lever on one side of the house, had given the building a sudden lift: this was succeeded by a sort of tremour, or undulatory movement, as slight as it was transient, and all again was quiet. The solemn stillness of the hour, and the death-like calm, the usual harbinger of these visitations, made the circumstance more striking and perceptible. Not a breath of air sufficient to rustle the surrounding foliage was stirring, every

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assembled at evening muster before the plantation house, when the fame of some recent enterprise was going round in mysterious whispers among these awe-striken, simple people, at a moment when the scene of the exploit was so remote that they could not dream of his proximity, he would suddenly, as though he sprang from the earth, appear amongst them; and such was the veneration or terror which he never failed to inspire, that although a large sum was offered for his capture, dead or alive, no one of the multitude attempted to molest him. Holding up the awful mutilated hand, the whole would sometimes prostrate themselves before him. He would then, unawed by the presence of the proprietor, or white overseer of the estate, deliberately levy his contributions, principally of food, and retreat to the woods; sometimes he would carry with him one or more of the female slaves,—for Jack, though capricious and fond of change, was of a very amorous temperament; and it was remarked, that their transient sojourn produced a most salutary effect, they invariably returning sleek and healthy.

Not far distant, in the strongholds of the Blue Mountains, dwelt an independent race of coloured men, descended originally from runaway negroes, and a remnant of that army, principally composed of slaves, which the first European colonists, the Spaniards, brought into the field to oppose their English assailants, under Pen and Venables, in the year 1656. At the subsequent conquest of the island, they established themselves in these impenetrable wilds, and had for nearly a century been the pest of the islanders, resisting alike every amicable offer, even a guarantee for their freedom, and twenty acres of land a-head, by the Governor, Sir Charles Lyttleton, and every hostile attempt against them. Until at length, in 1740, under the government of —— Trelawney, being driven from their fastnesses, principally by a body of Musquito Indians, taken into pay for the purpose, they accepted the pacific overtures made to them, and since the Maroon war of 1795, have remained peaceful subjects, rendering themselves eminently serviceable to the Colonists, agreeably to one of the articles of the original treaty made with them, in arresting deserters from the estates. One of these, the Maroon Quashi, excited by the promised reward, undertook the capture of our hero; he adopted the Christian religion as a counter charm to the magic influence of his antagonist, and took the name of Jonathan Reader. Being well acquainted with the haunts of the fugitive, as well as the intricate paths and passes of these almost impenetrable forests, he set out with a young Maroon, his nephew, strong in his new faith, and confident of success. At this crisis it might be said that the whole island were on the alert for the same purpose, bodies of troops were scouring the country in all directions, and all the power of the Executive, so long baffled, was exerted to the same end.

For a considerable time the local sagacity and activity of Reader, nearly a match for his antagonist, was completely foiled. Once they had grappled, but the superior strength of the latter enabled him to escape. At length, hunted from covert to covert, and probably exhausted by his almost superhuman exertions, he fell into the hands of his deadly adversary, as he was sleeping under a tree. On this occasion, after a desperate struggle, in which he succeeded in disarming and severely wounding his opponent, he once more slipped through his hands. But his hour was come, and in his flight having to cross an adjacent valley, he was brought down by a musket-shot, as he was mounting the opposite hill, and the victor severing his head from the body, received, on presenting it to the authorities, the stipulated sum.

thing animate and inanimate was hushed in the most profound tranquillity. Unprepared for such a phenomenon, for an instant my mind was impressed with that vague and undefined sensation, a mixture of surprise and awe, which one may be supposed to experience when the imagination is deluded by the idea of a supernatural influence. This, however, instantly gave place to the conviction, that this could be no other than a specimen, the first I had ever witnessed, of those convulsions of nature, of such frequent occurrence in this part of the world; and I learned next morning that this had been one of the smartest shocks of an earthquake experienced for many years. In its proper place, I shall have to treat more largely on this subject, having been an eye-witness of some remarkable phenomena attending the eruption of *Mont Souffrier*, the Volcano in the island of St. Vincent's, on the 27th of April, 1812, and others, in connection with the great earthquake at Carracas, which may throw some new light on the theory of these great workings of nature, and at least be interesting to men of science.

A few weeks' trial of the monotonous and solitary life of a planter, sufficed, with my original disrelish for the ignoble calling itself, than which the situation of the meanest sailor or soldier appeared to me far more respectable, to make me heartily sick of it: not that my situation was by any means akin to that of the general run of the tyros of the profession, yclept book-keepers, for, under kindlier auspices than the fraternity can generally boast, I was placed on the estate of a friend of one of my patrons, and on the score of comfort, nay, even luxury, indulgence, leisure, and comparative independence, there was nothing to complain of. But I had no society; Robinson Crusoe himself scarcely experienced a more total isolation from the world. For, although I had brought with me introductions to some respectable neighbouring families, the distance to these in a country so impracticable was such as to preclude any very frequent visits; so that the only civilized being with whom I could exchange ideas, was the Creole overseer, or manager of the estate, compared with whom Man Friday was perhaps a more intelligent, and certainly a far more amusing companion. Never having been out of the island, and rarely beyond the precincts of the property which he superintended, the circumscribed orbit of his ideas, incapable of ranging beyond his agricultural pursuits, corresponded accordingly. But if there was a paucity of ideas, he was a man of still fewer words; and what was another stumbling-block to our intercourse, he was moreover extremely deaf. Day after day would he sit at the door of the mansion-house, which commanded a view of the works, with a pipe or segar in his mouth, scarcely exchanging a word.

He had for a mistress, a circumstance of common occurrence in the Colonies, one of the negresses of the estate, who superintended the *ménage*, and whose control over the household made her a person of no small consequence in our little family. For reasons which it would be difficult to divine—her age verging on forty, and the *tout ensemble* of her sable charms being rather an antidote than excitement to any of the softer feelings, particularly in a boy of sixteen—he took it into his head to imagine something equivocal between us, and occasionally

evinced some restive feelings. This and other circumstances contributed to fill up the measure of a dislike, verging to disgust, at the restraint which I experienced; and soon one sole idea took possession of my mind, that of emancipating myself, *bon gré, mal gré,* from my thraldom.

Having little to expect from the lukewarm patronage of my friends in Kingston, on taking such a step without their knowledge or participation, my thoughts naturally recurred to that profession I had so recently quitted, the early bias for which had never been extinguished. My old predilection for the sea again returned in full force, and became the pivot on which all my vague and half-digested plans now turned.

The inclination,—(the original source of which it is by no means difficult to trace to the early impressions derived from the all-engrossing theme of my juvenile days, the fame, nearly at its zenith, of the British navy, and the inspiring aid of the songs of Dibdin, the airs of which still vibrate on my recollection, and conjure up many a delightful association of thought,)— which had so long slumbered, was in no small degree resuscitated and nourished by the view of the majestic element, which occasionally, in my solitary rambles, I caught a glimpse of from some high mountain-ridge, stretching its expansive bosom interminable, and apparently unruffled, in the distance. It would be difficult, particularly to that very numerous class matter-of-fact folks, (whose train of thought, and action, always mechanical, disclaiming any affinity to the intellectual or ideal, comprehend only the tangible, with whom it is naturally the fashion to sneer at the expression of some of the finest feelings of our nature, as bordering on puling sentiment or Quixotic romance,) to give an idea of the emotions and illusions which these occasions never failed to conjure up to my youthful fancy. What visions floated before my imagination! The road of adventure, leading perhaps to fame and fortune, was before me; and like the shepherd in the fable, on viewing its placid crest, heedless of the storm, dreaming but of smooth seas and zephyr breezes, I longed once more to be ranging its boundless fields.

The most accessible of the acquaintances before referred to, was one who dwelt in a neighbouring valley, where he cultivated a small coffee-estate, of which he was the proprietor. This gentleman, whom I had once or twice met at the militia musters of the district,—all the whites of a certain age being obliged to serve,—and who on these and some other occasions had shown me many attentions, and had evinced much interest respecting me, had passed the meridian of a life of great vicissitude and adventure, chiefly at sea. The narration of many interesting circumstances referring to his voyages and hair-breadth escapes, as may be supposed, were not of a nature to allay my predominant inclination: to him I finally confided my wishes and plans, with which I had the satisfaction to find his opinions so entirely to coincide, that with the kindly proffer of any assistance I might stand in need of in furthering my views, of which the means of transport for myself and baggage was the most essential, I made up my mind, and within a few hours after I was *en route.*

My intentions being announced to my Creole messmate, one fine

morning, early mounted, like Gil Blas, on my mule, with two stout negroes to carry my baggage, I sallied forth, and with the buoyant feelings and light-heartedness of unreflecting youth, like the bird let loose from its cage, bidding a final adieu to these dreary solitudes, reckless of the uncertain future, and without a single intrusive care on the score of the reception I might meet with from my patrons, to whom I had not the opportunity of previously communicating my movements, I made the best of my way to Kingston.

Like the hero's—my equestrian prototype—my journey had also its adventure; for while jogging on, complacently absorbed in certain waking dreams, my progress was arrested, if not like his by the muzzle of a robber's musket, by some object sufficiently formidable to terrify my mule, a fine spirited animal, which, suddenly darting to the other side of the road, completely unshipped me, and, leaving me sprawling in the dust, set off in double-quick time in the direction of the city, from which we were distant only about three miles.

On my arrival in Kingston, my wishes encountered no obstacle; a requisition to my friends, limited solely to the being put in a way to return to England, was forthwith complied with, and in a few days I found myself on board a fine new ship, the Tulloch Castle, of about five hundred tons burthen, nominally as second mate. This arrangement was made with my participation, and in accordance with the views of returning to the profession; at the same time that it saved the expense of passage-money, it afforded me an excellent opportunity of adding to my stock of practical nautical knowledge.

This occurred a few weeks prior to the commencement of hostilities in 1803, and our ship made one of a fleet of fifty sail, which left Port Royal in the month of July in that year, under the protection of the Goliath of 74 guns, and the Calypso sloop-of-war.

The weather continued fine, and all was as favourable as could be wished, until we had reached the parallel of the Bermudas a little to the north-east, where we encountered a furious hurricane. The season of these, so often fatal to ships in this latitude, had now arrived, and the squally, lowering weather, the harbingers which generally precede them, had prevailed for some days; but on the evening of the eventful night which ushered in the presiding demon of the storm, appearances had become so much more threatening, that by signal from the Commodore's ship, the whole fleet were ordered to make all the extraordinary preparations usual on such occasions. Every ship through the dim obscure of a murky atmosphere, might be seen reefing, furling, striking top-gallant yards and masts, and taking all the precautions which prudence, aided by experience, could dictate, and which the moment seemed to demand. On board our own ship, every thing was furled, save the main-top-sail, close reefed and the main and fore stay-sails. The wind at sunset blew hard in squalls from the south-west, and the weather was thick, hazy and rainy. About midnight, however, just as the middle watch had relieved the deck, the wind suddenly lulled; the dense mass of dark lowering clouds, which had so long obscured the face of the heavens, broke; the moon, about the full, shone forth in all her brilliancy, and we began to flatter ourselves we had for once been agreeably deceived.

While thus congratulating each other on the favourable change, full of pleasing anticipations of the prosperous termination of the voyage, and a speedy sight of the white cliffs of our native land—how many, alas! with thoughts, perhaps, thus occupied, in one short hour, were to be hurried "to that bourne from whence no traveller returns," and to close their mortal voyage in the gulf which even then was yawning to receive them—a little after 1 A.M. the wind, which as I remarked before was from the southward, and had considerably moderated, suddenly flew round to the north-west, and with one tremendous gust, or rather explosion, which nothing could resist, tore the sails from the yards, and threw the ship with a dreadful crash on her beam-ends; even the furled sails were split to tatters, and the close-reefed main-top-sail blown like a rag out of the bolt-rope: to this we probably owed the preservation of the ship and our lives; a stouter sail might have involved the loss of the masts, or capsized the ship; as it was, we were for some time in a sufficiently critical situation. The ship on her side, the crew hanging on by the weather gunwales and rigging, unable to move, so as to sound the pumps, or take any measure for her preservation; the sea, one vast expanse of foam, from which a constant spray, like driving sleet, continually drifted over the bulwarks, had all the appearance of a mountainous desert covered with snow; whilst those portentous meteors of the storm, regarded by seamen with such superstitious awe, gleamed high aloft with a lurid light, and seemed to hover about the mast-heads of the vessel. Never have I since experienced such a night; it seemed as if the reign of chaos was once more at hand, and the conflicting elements in the last throes of a general dissolution.

The crisis at length passed, about 4 A.M. it moderated, and the ship resumed gradually a more erect position. Eagerly was the first moment seized to sound the pumps, having every reason to fear, from the shock and heavy straining received from the first fury of the blast, that she had sprung a leak: this, however, was not the case; being nearly a new and remarkably stout-built ship, she weathered it nobly, and suffered but little in comparison with the greater part of her consorts. Some of these foundered during the night, and among the rest the ill-fated Calypso, which, run on board by a merchant ship called the Dale, went down with a crew of one hundred and twenty souls, all of whom perished.

Daylight made us better acquainted with the disastrous effects of the tempest. Out of a fleet of fifty sail in company the evening before, not more than fifteen or twenty were now to be seen, most of which had suffered more or less. Here was to be seen a hulk with not a spar standing; there, another with only her lower-masts. The Commodore's ship, the Goliath, of the line, was seen in the distance, with all her top-masts gone: she, among the rest, experienced a very narrow escape, having been thrown on her beam-ends by the fatal puff, and rescued from an imminently perilous condition by these giving way.

[To be continued.]

MY FIRST AFFAIR.

THE STORMING OF THE REDOUBT.

[The following fragment, taken from the Journal of a young French Officer, will doubtless interest our readers. It is the unadorned recital of a first affair, —that touchstone of the raw recruit; and in clothing the narrative in an English dress, we have endeavoured to adhere as faithfully as possible to the simplicity of the original.]

I JOINED my regiment on the evening of the 4th Sept. The Colonel, whom I found bivouacking with the rest of the officers, received me at first with the bluntness of an old campaigner; but, having read the letters of recommendation with which I had been furnished, he caressed his thick jet-black mustachios, and with some effort to himself, addressed me in a tone of softness and conciliation.

I was next introduced to my Captain, who had just returned with a reconnoitring party. He was a tall, sun-burnt veteran, of a peculiarly harsh and repulsive countenance. He had risen from the ranks, and owed his elevation, and the cross of honour with which he was decorated, to his courage and conduct alone. A bullet that had made its way through his lungs at the battle of Jena, had fortunately left no other trace of its ravages, than a cracked piping voice, which offered a strange contrast to the gigantic proportions of his person. On learning that I had just quitted the Military College at Fontainebleau, the soldier of fortune made a wry face. "My lieutenant," said he, "was killed yesterday." I understood the laconic sarcasm; I was not thought worthy to replace him. I had a bitter retort at my tongue's end, but prudence restrained the expression of my feelings.

The moon rose behind the redoubt of Cheverino, which was within cannon-shot of our bivouack. The silver planet that evening appeared larger and more fiery than usual, and for a moment the redoubt seemed like a black speck attached to her shining disk. An old soldier who stood near me, remarked the deepened colour of the orb, which communicated to the redoubt the appearance of a volcano on the point of an eruption. "How red she is!" cried old Moustache; "that famous old redoubt will not be had a bargain; 'tis an infallible sign." I have ever been inclined to superstition, and such a prediction at such a moment, affected me with an uncomfortable sensation. I lay down, but sleep fled my eyelids. Unable to remain long in the same position, I rose and took a turn, my eyes involuntarily fixed on the long range of fires that covered the heights on the other side of the village of Cheverino.

When my blood was sufficiently cooled by the sharp night air, I returned near the fire. Wrapping myself carefully in my cloak, I closed my eyes, hoping to sleep soundly till morning. But Morpheus was inexorable. Imperceptibly my ideas assumed a mournful hue. A hundred thousand men covered the plain which served for my hard couch: comrade had fought beside comrade on many a glorious day; friend had tried friend in the hour of need; and dangers shared had attached more closely than years of ordinary fellowship. But I stood alone amongst this vast crowd; no splendid recollections signalized my

name; no record of past achievement illustrated my maiden sword: amongst these warriors grown grey under the harness of battle, I could not claim a single friend. Another thought came across me. I reflected that should I be wounded, I should be thrown into an hospital, amidst heaps of mangled sufferers, abandoned to the carelessness of ignorant unfeeling surgeons. I thought of thee, too, Eliza! of the pangs that would rend thy heart, couldst thou but see the cold barbarity of the operator, hacking, and hewing, and mutilating the frame on which thy looks so often hung with fondness! My heart beat quick, and mechanically I arranged a silk handkerchief and a pocket-book, so as to form a sort of cuirass for my breast. Overpowered with fatigue, I fell into an uneasy dose, and at each moment some sinister idea would visit my dreams, and awaken me with a sudden start. Fatigue at length prevailed, and the drums beating the *reveillez*, roused me from a sound sleep. We were ranged in order of battle; the roll was called, the arms were piled, and to all appearance our tranquillity was destined to remain undisturbed for that day.

Towards three o'clock an aide-de-camp arrived with an order. We were immediately under arms. Our skirmishers advanced into the plain, whilst we slowly followed; and before twenty minutes had elapsed, we could discern the Russian outposts falling back upon the redoubt.

We were flanked by a corps of artillery on the right, and by another on the left, both of which were considerably in advance of us, and kept up a smart fire against the enemy. The latter returned the compliment in their best style, and the redoubt of Cheverino soon disappeared from our view amidst clouds of smoke.

Our regiment was sheltered by a rising ground from the fire of the Russians. They seldom favoured us with their shot, (which was reserved almost exclusively for our artillery,) and when they did, it passed inoffensively over our heads, or at most, sent us a sprinkling of dust and gravel.

As soon as the order to march had been given, the Captain of my company fixed his eyes on me, with a degree of attention that compelled me to twirl my newly-fledged mustachios in my finger and thumb, with as careless and soldier-like an air as I could possibly assume. I may affirm with truth, that the sole fear which I experienced arose from an anxious dread lest my comrades should imagine that I was afraid; and besides, the inoffensive bullets of the enemy contributed not a little to sustain the heroic equilibrium of my mind. Self-love played its part, and whispered to me that I was really exposed to imminent peril. Was I not actually under the fire of a battery? It was quite delightful to occupy the post of danger and of honour, and yet to feel so much at ease, so totally undisturbed by those villainous bullets! And then, with what triumph I should tell the glorious tale next winter in the crowded saloons of the enchanting Madame Saint Luxan! How would provincial beaux and Parisian *badauds* sink into insignificance before the hero of Cheverino! How would sympathizing *blondes* and lively *brunettes* shudder at the fearful story of siege and breach, whilst many a bright eye would beam with admiration of the young soldier modestly insisting that such feats as his were by no means unparalleled!

The Colonel, riding in front of the regiment, passed by my company, and addressing himself to me,—"You are likely to have sharp work," said he, "for your first affair." My reply was a martial smile, which I endeavoured to render more effective, by ostentatiously brushing my coat sleeve, which had been spattered with a little dirt by a ball that had struck the ground at the distance of about twenty paces from our line. The Russians, however, perceived the ill-success of their musketry, in place of which they substituted howitzers, that soon did considerable execution in the hollow in which we were posted. The bursting of a shell at some little distance carried off my chako, and killed a serjeant close by my side.

"I congratulate you," said my hard-featured Captain, as I picked up my chako; "you and fortune are quit for this day at least." I was aware of the superstition common among military men, and which holds that "*non bis in idem*," is an axiom as infallible on the field of battle as in a court of law. Replacing my chako with an air of undaunted gaiety,—"*Par Dieu!*" said I, "that is what I call a most uncouth way of teaching a salute." The *apropos* of the circumstance enabled the sorry jest to pass. My Captain again offered me his felicitations: "This evening," said he, "you will command a company. I have a *presentiment* that my bed is prepared: I have always been wounded when the officer next me has had a narrow escape; and," added he in a lower tone, as if ashamed of his superstitious forebodings, "on such occasions, the name of my lieutenant always began with a P."

Here I thought it necessary to assume the incredulous air of an *esprit fort*, though in reality struck with the sinister presage, that might have made an impression on a better and an older soldier than myself. Conscript as I was, I felt the necessity of dissembling my sentiments; I felt that I must appear callous to the weakness of humanity, and stoically insensible to danger.

At the expiration of another half hour, the enemy's fire had perceptibly diminished, and quitting the retreat which had sheltered us, we then marched upon the redoubt. We were welcomed by several discharges of musketry, which however did us no considerable mischief. The whistling of the balls caused me some surprise, and induced me now and then to turn my head, at the risk of exciting the jokes of my comrades, who were more familiarized with the sound. "After all," repeated I to myself, "a battle is not so terrible an affair as I had imagined."

We advanced in double-quick time, covered by our skirmishers. On a sudden the Russians gave three huzzas—three distinct huzzas, and then awaited our charge in silence, and without drawing a trigger. "That dead stillness," said my Captain, "bodes us no good." I thought so too, and could not help internally contrasting the tumultuous clamour of our troops with the imposing and awful silence of the enemy.

We arrived at the base of the redoubt, the mounds and palisades of which had been levelled by our fire. Our soldiers rushed into the gaping ruins with cries of "*Vive l'Empereur!*" Considering that they had already shouted so loudly, I was really astonished that their throats could hold out longer. Never shall I forget the spectacle

which I witnessed at that moment. The volume of smoke had gradually risen, and remained suspended like a canopy at an elevation of twenty feet above the redoubt. Through an atmosphere of thin bluish vapour, we could perceive the Russian grenadiers, motionless like statues behind their half-destroyed parapet, each soldier with musket in readiness, his left eye fixed upon his advancing foe, his right concealed by the barrel of his piece. At one of the bastions, at a few paces' distance, stood an artillery-man by his gun, with a lighted match. An involuntary chill crept through my veins; I felt as if my last hour was at hand. "Now the dance begins," cried my Captain; —"Good night!"—they were the last words he ever spoke.

The drums beat: in an instant every musket was levelled and presented. I closed my eyes: a horrible crash was heard, succeeded by the cries and groans of the wounded. I looked around, surprised to find myself still an inhabitant of this world. The redoubt was again enveloped in smoke. At my feet lay the dying and the dead. Among the latter was my poor Captain; his head was shattered by a musket-ball, and his life-blood plentifully besmeared me. Of my whole company but six men, besides myself, remained standing.

A moment of stupor succeeded this fearful carnage. The Colonel, fixing his chako on the point of his sword, was the first to scale the parapet, with shouts of "*Vive l'Empereur!*" All that survived of the regiment instantly followed him. I have no precise recollection of what ensued. I only know that we rushed into the redoubt pell-mell, and fought hand to hand in the midst of a thick smoke that prevented us from distinguishing the slightest object. I struck at random, but yet struck home, for my sabre was covered with blood. At last a shout of victory reached my ear, and, as the smoke gradually dispersed, I could perceive the bleeding corses with which the ground was thickly strewed, and the cannon encumbered with heaps of the slain. About two hundred men in French uniforms were grouped together in disorder; some loading their muskets, whilst others wiped the clotted gore from their bayonets. Eleven Russian prisoners graced the triumph of the victors.

The Colonel was stretched bleeding upon a shattered ammunition chest. A few soldiers eagerly surrounded him, and offered their assistance. As I approached, "Where is the senior captain?" asked he of a serjeant who supported his head. A shrug was the significant reply. "The senior lieutenant then?" "Here is Monsieur P——, who joined yesterday from Fontainebleau," said the serjeant, in a tone of the most enviable *sang-froid*. The Colonel smiled bitterly, and turning towards me—"You are in command of the place," said he; "fortify the breach with these waggons, for the enemy is in force; but Gen. C—— will support us." "Colonel," replied I, with a look of anxiety, "you are severely wounded."—"Tut, man! what of that? The redoubt is taken!"

THE LATE REAR-ADMIRAL CHAMBERS.

THE death of Rear-Admiral Chambers, recorded in our November number, accompanied with an outline of his public career, has elicited the following sketch of his private character from an individual who well knew and appreciated its worth.

The subject of this Memoir (whose name stood second on the retired or superannuated list of the Royal Navy) was the fifth son of the late Thomas Chambers, Esq. of Studley, in Warwickshire, at which place, and at Tanworth in the same county, his family have resided on their own estates ever since the reign of Edward the Third. Towards the close of the last century, the Admiral went to reside at Rugby, for the education of his sons, at the celebrated Grammar School in that town, founded in 1567, and became so much attached to the neighbourhood, that he never afterwards changed his residence. The trustees, masters, and pupils, of that celebrated seat of learning, individually entertained for him the highest respect. Many of the latter, connected with some of the first families in the kingdom, will, on perusing this, call to their recollection, among other acts of kindness received at his hands, the immense *piles* of toast and other *shot from the locker* they have assisted at the demolition of, when drinking tea at the Admiral's; who, during the well-supported action, was always as much gratified as the besieging party, and took special care there should be no want of ammunition. If he accidentally saw any of the boys, in their perambulations, who chanced to be "out of bounds," going in a direction where he knew they would fall in with one of the masters, he hailed them in these words: "Young gentlemen, there's danger a-head; if you take my advice, you will 'bout ship." This friendly hint was always attended to: in short, were the anecdotes, illustrative of the undeviating kindness of his heart, recorded, they would fill a volume of no ordinary size. Whether we behold him "walking the quarter-deck," or seated by his own fire-side, he was equally an honour to the public service, and to private society. His domesticated habits, cheerful disposition, and delightful temper, eminently qualified him for the latter.

To the Navy he was devotedly attached, always taking a most lively interest in whatever appertained to that service, frequently introducing nautical phraseology in his conversation and epistolary correspondence; of the latter, the following is a verbatim specimen, copied from a letter addressed to his biographer, the last time he ever left Rugby.

"My dear ——.—I propose spending a few days with you on my return home, and shall get under weigh, (wind and weather permitting,) at 10 A.M. on Thursday. When I have paid my visit to you, shall bring myself to an anchor in Rugby harbour for the winter. Have had an attack of gout in my starboard hand, which is, thank God, better. Give my love to Madam. Long may you live, and merry be your heart, says

"Your affectionate,
"WM. CHAMBERS."

It is not very uncommon to find characters on monuments which never existed elsewhere, but in no instance was the benefit of the old

adage, "*de mortuis nil nisi bonum*," less required than in the present. His unsophisticated manners, affability, and never-failing good-humour, rendered him a favourite at first sight, and a valued friend on more intimate acquaintance. No person possessed more genuine charity in every acceptation of the term, insomuch that the voice of scandal was never tolerated in his presence. The natural smile of benevolence which constantly beamed on his fine countenance, was the correct index of his heart. In politics, he was loyalty itself; and on the announcement of any great national measure, frequently observed, that "those at the helm ought to be the best judges how to steer the vessel of the state." In person he was, in every respect, a noble figure of a man. To a fine understanding was superadded a peculiar firmness of character, and having once "shaped his course," (which he never did without strict reference to "bearings and distances," &c.) he did not change it on every trivial occasion; in other words, he supported his opinions with that steadiness, which the deliberate formation of them, and soundness of his judgment justified.

He was well known to most of the leading families of the county, with many of whom he was on the most intimate terms of friendship. The late Marquis of Hertford evinced his particular regard for him on various occasions. The Admiral's house was famed for good old English hospitality, which was almost daily shared by relations or friends; and although he never felt so happy as when surrounded by them, yet his habits of regularity were quite proverbial, and his movements like clock-work. In some of the letters of condolence, received by the writer of this memoir on the demise of this worthy man, the following passages occur; those shaped in nautical terms, were written by persons unconnected with the sea. "His disposition and temper were heavenly."—"We cannot sail by a more desirable chart than that adopted by the good old Admiral."—"He descended to the tomb, respected and lamented by all: I almost fear he was the last of a peculiar species of men. There was a fine dash of the seaman playing about every thing he did; an honest frankness which no landsman ever attained."

Nothing could possibly exceed the affectionate and unceasing attentions of his kind Rugby friends, whose anxious solicitude to contribute to his comfort on all occasions even anticipated his wishes; he dwelt particularly on these inestimable blessings, whilst on his death-bed. The following circumstance added greatly to the happiness of his declining years. In 1827, on his son (the Rev. William Chambers, B.D.) resigning the Curacy of Rugby, which he had held for twelve years, to take possession of his Vicarage at Ashbury, Berks, his Parishioners presented him with some elegant massive plate, as a token of their esteem, accompanied by the unanimous thanks of the Parish expressed in the handsomest terms, for the faithful, zealous, and conscientious discharge of the sacred functions of his office, during the above period; this public testimony of approbation was a source of heartfelt gratification to the Admiral.

It is somewhat singular that the illness which terminated his mortal career, resulted in a great measure from the deep interest he retained to the last in Naval affairs; for being anxious to see other particulars

respecting Capt. Dickinson's Court Martial, than those detailed in his own paper, he left his fire-side on a chilly day, and repaired to the news room for that purpose, the consequence was a severe cold, attended with internal inflammation.

On his death-bed he afforded a most impressive example of patience and fortitude, tempered with pious resignation, and although his sufferings, for some days preceding his dissolution, were not only intense but incessant, a murmur never escaped his lips; on the contrary, he breathed no sentiments but those of thankfulness, for the many blessings he had so long enjoyed, and offered up to Heaven his fervent prayers for the happiness of those who had contributed towards them, not forgetting his domestics, they having all lived long in his service. He was sensible to the last, and his frame of mind was in that tranquil state which nothing but a well-spent life, grafted on the firm hope of salvation, could produce. He died as full of "faith and good works" as of years; while the whole tenour of his life has left every just ground for belief that when "the last trumpet shall sound,"

> "In Heaven's great *log-book* it will then appear,
> That this good sailor kept his *reckoning* clear."

His death was viewed at Rugby as a public calamity, not more by the rich than the poor; to the latter his purse and friendly advice were always open, and so great was the respect paid to his memory, that the appearance of the principal inhabitants of that respectable town more resembled a period of general mourning, than that of the loss of a private friend. His religious principles were particularly sound and orthodox, for he was a practically pious man. He married a daughter of the late Capt. Mead, R.N. by whom he had four children: her amiable qualities rendered her worthy, in every respect, of so good a husband. She died in 1815. His eldest son (alluded to before) and only daughter survive him; the latter married George Harris, Esq. of Rugby, a man most highly esteemed and respected.

So fine a character as the late Admiral Chambers deserves a much more able pen than that employed on the present occasion, which courts no language but what conveys the honest truth; and as the picture here sketched will meet the eye of many who were well acquainted with the original, the artist (although discharging a debt of gratitude, amounting to filial obligations, in rendering this just tribute) appeals to them whether it be in the slightest degree too highly coloured.

AFRICAN TRAVELLERS.

We may appear somewhat inconsistent, with reference to our former disclaimer, in recurring to this topic, though, in fact, the following thoughts were put together previous to the publication of Gen. Sir Rufane Donkin's letter to the Editor of the Quarterly Review. That lively sally, however, from the acute pen of the author of "The Dissertation," and the note of the Reviewer in reply, (see Quarterly Review, No. 82.) having revived and increased the interest of the subject, we are tempted to relax from our original vow of abstinence, though still professing complete neutrality.

It were an unworthy course to make sport of the errors or wanderings of real travellers, who peril life and honour in the cause of discovery; but the cavils and disputes of *speculators* in geography, their theories and conceits may be, and certainly are, fair game. And it is not a little curious to remark the ease and confidence with which the *home-settlers* of these matters dispose of rivers, lakes, and deserts, their "*supposed courses*," and their "terminations," in comparison with the diffidence and caution observed by all those who, from actual knowledge and experience, feel the extreme difficulty of coming to a just conclusion on anything but that which they see and know.

We shall not, therefore, follow these examples, nor give a dissertation upon a "Dissertation," but leave the great controversy to the high contending parties; waiting patiently till time and the enterprise of future travellers shall have put the question beyond a doubt, then, and not till then, shall we give license to our belief. The smart skirmish that has arisen between these two able tacticians on secondary points (which not unfrequently supersede the main argument), may still perhaps afford some amusement to the Readers of the United Service Journal, and consists in the gallant General's *charge* on the flanks of the Reviewer's criticism; one, at least, of which we think he has succeeded in *turning*, if not in demolishing altogether, and that is, the charge of mis-quoting and suppressing Beechey's description of the Northern Coast of Africa, and the country of the Syrtis, from parts of his book,* which would, if fairly given, have supported in a great measure Sir R. Donkin's *suppositions* as to the "termination" of this *great unfound* river. The Reviewer, on the other hand, who is perhaps not only a general in his own corps, but a field-marshal, or commander-in-chief, takes a lofty position, and certainly returns a heavy fire upon the gallant and undaunted author of "*The Letter.*"

We are the last persons in the world to think or speak lightly of the importance of geographical discovery, or the services of those who have devoted themselves to it; on the contrary, none can feel more deeply interested in what has been already done by European travellers, or more anxious about what remains to do. With these feelings, the following remarks and reflections were written, and with these impressions we submit them to the Reader.

Major-Gen. Sir Rufane Donkin has recently published "A Dissertation on the Course and probable Termination of the Niger," the result, as he says in a neat dedication to the Duke of Wellington, "of those leisure hours which his Grace's triumphs have imposed upon the British soldier."

This intelligent officer, who was for a time acting-Governor at the Cape, during the absence of Lord Charles Somerset, is evidently well-informed and experienced in the subject on which, *con amore*, he writes; and a long residence in Africa, with those habits of observation which alone enable travellers to turn their travels to good account, renders his book on this interesting and intricate subject well worthy of attention.

Without pretending to decide a question that has so long baffled the inquiries

* A voyage to the Pacific and Behring Strait, for the purpose of discovery and of co-operating with the Expeditions under Capts. Parry and Franklin, performed in H. M. S. Blossom, in the Years 1825, 26, 27, and 28. By Capt. F. W. Beechey, R.N. F.R.S. In one volume, with numerous plates.

of the learned, we think our readers who have not seen this spirited and ingenious Dissertation, may be well pleased to have a brief notice of the very able manner in which Sir R.D. has treated it. The labours of Park and Laing, of Denham and Clapperton, have made us of the present day well acquainted with the difficulties of tracing this far-famed river, and of reconciling the facts observed by those enterprising and now lamented travellers, with the accounts of Greek and Egyptian writers on the subject: Sir Rufane's first object seems to be to show, that in those early histories, we should begin by reading *a* river for *the* river, which would at once go far to remove the contradiction which appears in the accounts of those travellers, who declare that they have seen *this Niger*, or the great river supposed to be so called, running in different, and even in adverse directions; and his theory will be best understood by quoting his own plain and perspicuous language—

"The desideratum or postulatum, as I understand the matter, has been to find a large river in Central Africa, which Ptolemy and other ancient writers called the Niger, and which we still call so; which shall either flow into the Atlantic, or into some great central lake or marsh; or lose itself in central sands; or unite itself with the Egyptian Nile; or empty itself by some other channel into the Mediterranean sea. These appear to be all the modes by which a great river known to exist in Central Africa, but whose termination is unknown, can be disposed of.

"In the course of my researches I soon suspected that the reason why geographers and travellers had hitherto failed in settling this question was, because they had made a verbal or grammatical error, in stating the object of their search to be *the* Niger, or rather the Nile (for by the name of Nile, the great river of Central Africa has been generally known to ancient and Arabian writers,) instead of searching for *A* Nile—or *A* Niger; and they have thus been endeavouring to unite and reconcile in some one individual river, qualities and circumstances which have been predicated of several distinct rivers, and they have thus confounded a specific appellative with a generic and descriptive one.

"My attempt in the following pages will be to reconcile all or most of what has been said of the Niger from the times of Herodotus and Ptolemy, down to those of Park and Denham, notwithstanding the many apparent contradictions we find in it; and this I hope to do, partly by the rectification and proper use of a grammatical particle, in following out the solution of the geographical problem before us.

"My research, then, shall be directed to the discovery, not of the Niger or Nile hitherto demanded, which shall unite in itself all that has been related by ancient and Arabian writers, and by natives, of several Niles watering North and Central Africa,—but to show that all, or most of what has been said or written, if applied to a Nile, that is, to some Nile or great river, and not to any specific one—will be reconcileable with fact and reason."

Having accordingly constructed a map of Central Africa from the original text of Ptolemy, our gallant Author proceeds to compare it with other writers, particularly with the chart of Clapperton and Denham, and as it appears to us, establishes the utter improbability of the Niger of Park making a double, as has been strongly urged by some speculators in African geography, towards the southern coast; he shows also with much ingenuity the great probability that exists, that the final termination of this many-headed river did once run nearly parallel with the Nile of Egypt, emptying into the Mediterranean Sea, eight or ten degrees to the westward of its no less celebrated sister stream.

Sir R. D. seems to clinch his own theory on this point (to use a familiar but suitable term) by what he finds in Denham's Account of his Journey to the Eastern shores of the Tschad, where he thought he could trace the bed of a river; a *rio secco*, as Sir R. calls it, and which was confirmed to him by Sheik Hamed, who said that formerly the Tschad did run, at some seasons, into the Wad el Ghazel.

It certainly does appear that Niger is a term applied by the aborigines of those countries to a black or deep river; as Wangara is a general expression, denoting all or any of those parts where gold is or has been found.

The General dwells much on a river which he calls the Nile, or great river, of

Bornou, into which his theory resolves all the great rivers from the west and south, however named by different writers of different ages and countries—and to which he gives eventually a northerly direction, parallel as before stated, with the great Egyptian Nile. Our author, however, does not seem to believe that this stream is now to be found, but that the course of time has been too much for the course of the river, and that the great accumulation of sand has really choked up and obliterated its path, converting it into a swamp or quicksand. In support of this reasoning he says—

"But reasoning from analogy, and still more from what we know of the nature of the country of which I am now more immediately speaking, I have no doubt but that, in very remote ages, the united Niger and Geir, that is the Nile of Bornou, did roll into the sea, in all the magnificence of a mighty stream, forming a grand estuary or harbour where now the quicksand is: indeed, we find in Herodotus vestiges of a tradition that the Niger, or Nile, as he calls it, made its way to the Mediterranean; although the historian infers, or some of his transcribers have made him infer, that it does so through the Nile of Egypt. The question to be solved under such a supposition is, what revolution in nature can have produced so great a change in the face of the country, as to cause a great river which once flowed into the sea, to stop short in a desert of sand. I will submit the following facts and my reflections on them, as the solution of this question.

"We know from all recent, as well as from some of the older modern travellers, that the sands of those deserts which lie to the westward of Egypt, are encroaching on, and narrowing, by a constant and irresistible inroad, the valley of the Nile of Egypt. We see the Pyramids gradually diminishing in height, particularly on their western sides, and we read of towns and villages which have been buried in the desert, but which once stood in fertile soils, some of whose minarets were still visible a few years ago, attesting the powers of the invading sand. The Sphynx, buried almost up to the head, till the French cleared her down to the back, attested equally the desolating progress of this mighty sand-flood; an evil, however, not quite confined to the East, for it is known even in the most refined and cultivated parts of Western Europe. I have seen its inroads in the neighbourhood of Bayonne and Bordeaux, where it is still at work, and where its palsying effects are spoken of with dread by its inhabitants. Pennant, too, tells us that he has seen 'more than once, on the east coasts of Scotland, the calamitous state of several extensive tracts, formerly in a most flourishing condition, at present covered with sands, unstable as the deserts of Arabia.'

"The parish of Fyvie, in Aberdeenshire, has by these means been reduced to two farms, the buildings being all buried in sand, and a vestige of the church only remaining. Near Forres is another instance, so that we need not go far to see the operation of this terrible agent, on comparatively a small scale; and if we turn to the valley of the Nile of Egypt, we shall see at this moment the very process going on by which the lower part of the Niger, or Nile of Bornou, has been choked up and obliterated by the invasion of the Great Sahara, under the names of the Deserts of Bilmah and Libya. Thus has been rubbed out from the face of the earth, a river which had once its cities, its sages, its warriors, its works of art, and its inundations like the classic Nile, but which so existed in days of which we have scarcely a record. Herodotus, indeed, in his Melpomene, seems clearly to imply that some terrible catastrophe of this nature had taken place in former times, in the countries adjacent to the lower parts of the Nile, of Bornou, and in regard to that river itself. He says, 'the Psylli were the next people to the Nasamones, inhabiting a country within the Syrtis, destitute of springs; and when the wind had dried up all their reservoirs of water, (no doubt by filling them up with drifting sand,) the Psylli consulted together, and determined to make war on the wind:* I only repeat,' says Herodotus, 'what the Lybians say; and after they had arrived at the sands, the wind blowing hard, buried them alive, and then it was that the Nasamones took possession of their country.' This is, indeed, a plain description of the advance of the sand-flood, and of the giant desert treading down into death a fruitful country with all its inhabitants.

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* "This means only, that they stayed in the country, and tried to counteract the effects of the wind, instead of flying before it and quitting the place. The cause of the prevalence of westerly winds in the vicinity of the tropics, and for some degrees beyond them, is now sufficiently understood. Their action on the Great Sahara is pretty constant."

"The destruction of all the water is expressly mentioned. These people had no springs, he says, and therefore may be supposed to have made reservoirs for use, and to have trusted to the inundation for the fertility of their Egypt. The river having lost its valley, would be gradually invaded and filled up by countless, by inconceivably countless clouds of sand, each cloud containing again countless and inconceivable myriads of grains of sand, till at length the bed of the stream itself, however mighty, having been filled up by an operation which may have taken ages in its completion, the country, or rather what was the country, under an entirely new face, but which face could be no farther deformed, was taken possession of by the Nasamones, who became, as Herodotus and others relate, the relentless plunderers of any ships which happened to be entangled in the newly-formed and treacherous Syrtis!*

"In the same way shall perish the Nile of Egypt and its valley! its pyramids, its temples, and its cities! The Delta shall become a plashy quicksand—a second Syrtis! and the Nile shall cease to exist from the lower cataract downwards, for this is about the measure or height of the giant principle of destruction already treading on the Egyptian valley, and who is advancing from the Libyan desert, backed by other deserts, whose names and numbers we do not even know, but which we have endeavoured to class under the ill-defined denomination of Sahara,—advancing, I repeat, to the annihilation of Egypt and all her glories, with the silence, but with the certainty too, of all devouring time.

"There is something quite appalling in the bare contemplation of this inexorable onward march of wholesale death to kingdoms, to mighty rivers, and to nations; the more so when we reflect that the destruction must, from its nature, be not only complete, but eternal, on the spot on which it falls!

"We have however, in these our days, a broad and inextinguishable flood of light, breaking in on this deathlike gloom. The genius of expiring Egypt may point to the press, and say, '*Non omnis moriar*;' for, until some *universal* and complete change shall take place in this globe, the records of Egypt and her glories shall be preserved, shall be embalmed, by a far more durable art than any of the Egyptians ever possessed—the art of printing. That giver of immortality (as far as such a word can apply to any thing connected with man on this side the grave) the press, has produced, in almost countless forms and languages, from Labrador to Cape Horn, from Lapland to New Zealand, all that ancient and often solitary manuscripts, perishable in their nature, and trembling, as it were, under their trusts, have brought down to us of the renowned land of the Pharoahs; while modern accounts, multiplied almost without end, will convey to the remotest posterity in the completest, and minutest, and the most graphic manner, a knowledge of what Egypt now is, and has been for several centuries past. The glory of him who, pointing to the Pyramids, told his victorious bands, 'to recollect that from their summits forty centuries were looking down on them,' shall also descend to imperishable renown in the narratives of all late and of all future writers of the history of modern Egypt; but this glory will now go down dimmed, eclipsed by the brighter star of Wellington; and thus, when all that we now admire and venerate in that classic country shall be irretrievably obliterated by the tremendous footstep of a destroying principle, the name of the great conqueror at the Pyramids shall survive those Pyramids themselves, by the instrumentality of the frail, though infinitely reproducible material on which this record of his glory is now here traced; but the same art which gives immortality to the only once defeated Napoleon, will confer it as imperishably on his great and always successful conqueror at Waterloo."

Thus does the learned General sum up his reflections on the mighty changes of the elemental world, and handling countries as easily as Platoons, sweeping from Herodotus down to the Hero of Waterloo—evinces at once how deeply skilled he is in ancient lore and "modern instances."

We have omitted to state that this clever little book is illustrated with three outline maps of the seat of our inquiries, being first, a transcript of the very curious document given by Sultan Bello to Capt. Clapperton during his first residence at Sackattoo—secondly, the general map of Central Africa from Denham's quarto—and lastly, Sir Rufane Donkin's own map, according to Ptolemy, of the Gier and Ni-Gier.

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* ——— 'Sic cum toto commercia mundo,
Naufragiis Nasamones habent.'
LUCAN, lib. ix. v. 443.

Whilst we are upon this highly curious and interesting subject, it occurs to us, that the singular favour with which the travels of our countrymen Denham and Clapperton in Northern and Central Africa were received, and the interest which was excited by the success of their enterprise, will render a brief retrospect of the events of the last few years, in connexion with this subject, not interesting only, but useful: and the public mind, which so warmly sympathized with the travellers in the arduous perils of their journey and their happy return, will not hesitate to bestow a tear of grateful recollection to the memory of those brave spirits who have so quickly perished in the cause of African discovery.

When the reader shall call to mind the names of Ritchie, Oudenay, Denham, Clapperton, Toole, Tyrwhitt, Laing, Pearce, Dickson, Morrison, the younger Park, and though last not least, Belzoni; all now entombed beneath the sands of Africa; all led by the ardour of noble minds, to devote themselves to the cause of discovery; and when we view them setting forth in the prime and vigour of life and health, bravely zealous to excel each other in the race, and within a very few short years all sacrificed to the horrors of climate and the perils of the country; what heart but must deeply sympathize with their relatives and kindred, whilst he records his own great debt of gratitude to their spirit and intrepidity?

It is with feelings of peculiar pleasure, that the name of Capt. Lyon is omitted in the sad enumeration of gallant spirits who have fallen; as he still lives, though still untired in the pursuit of scientific knowledge and useful discovery. This intelligent officer, whose career has been as full perhaps of peril and adventure as any that have been named, was associated, it will be remembered, with Mr. Ritchie, in the first English mission to the interior in 1819, which advanced no further than Mourzouk, and where Capt. Lyon had the last sad duty to perform to his friend and companion.

The general health of Mr. Ritchie was by no means good, and it would appear that in undertaking so arduous a service he greatly miscalculated his own fitness and resources, as well as the trying hardships he was likely to encounter. He died at Mourzouk, and very little useful information resulted from this journey; but Capt. Lyon has ably described its unfortunate termination. On his return from Africa he shared with Capt. Parry the honours of his first and second attempt to navigate the Arctic seas, and returning thence has made two voyages to South America; and is now filling an arduous and highly responsible situation in the service of the Brazilian Mining Company, highly to their advantage and satisfaction, and reaping, as we sincerely hope, his well-earned reward, in the acquisition of wealth and honour.

The fate of Belzoni in 1824, and that of the younger Park in 1827, who each perished after having penetrated but a short distance from the southern coast, in the neighbourhood of Benin, were much and deservedly lamented; and although some surmises were entertained of their deaths having been hastened by the instrumentality of the natives, such reports rest on no certain foundation, and it is extremely gratifying to record, that of all the men whose fate we are lamenting there is no just ground for charging any of their sufferings or misfortunes to the natives of the countries they visited; but on the contrary, that in all the various forms under which the genius of each adventurer may have led him to present himself to their astonished senses, the behaviour and treatment of the children of the soil towards them have been, with very few exceptions, uniformly kind and humane.

In Denham's, Clapperton's, and Lander's interesting volumes will be found all that is known of the fate of Oudenay, Toole, Tyrwhitt, Pearce, and Morrison; and although that of Dr. Dickson is not ascertained, there is faint, very faint hope indeed that he can have survived, without some tidings of him having crossed Lander in his wanderings to and fro between Boussa, Dunrora, and Badagry, or have reached some of our settlements on the southern coast.

Poor Lander's account of Capt. Clapperton's illness and death at Sackatoo, and of his mortification and despair at finding in the Sultan Bello a jealous ene-

my instead of a confiding friend, are deeply interesting; and the following brief account of Col. Denham's death at Sierra Leone may be relied on as authentic.

Having been appointed to superintend the whole establishment of the black population at Sierra Leone, he embarked in the latter end of 1826, and arrived there after a pleasant and prosperous voyage of twenty-eight days; and however he might have appreciated the dangers of the climate, (and who can suppose he was insensible to them after the experience he had had?) still he cheerfully obeyed the call of duty, and it then appeared most likely that, as his appointment was experimental, his continuance there would be but temporary.

It soon appeared, however, that his talents were peculiarly fitted to grapple with its difficulties, and to ameliorate the condition of the wretched beings committed to his charge. He entered with all the ardour and enthusiasm of his character, into the objects before him; he became attached to the people, whom he called his flock, and seemed to think himself ordained in some measure to be the instrument of deciding the great question of the practicability of free labour among the negro tribes.

Full of this idea, he visited the various villages in the colony, and soon rendered himself beloved by all classes of the people. He became a member of council; and it is well known that the highest expectations were formed by the inhabitants that his appointment would be a blessing to that unfortunate settlement. In the latter end of the year 1827, he visited the Gold Coast and Fernando Po, and on his return, was invested with the government of the colony, in consequence of the death of Major-Gen. Sir Neil Campbell. Having now lived more than a year without any serious illness, his original confidence in himself became confirmed, and it may well be feared that he was led to relax in some degree his rule of living, for within a month from the day of his landing at Free Town, he was violently attacked by the fever of the country, which in ten days closed his meritorious and active, his brief yet brilliant career.

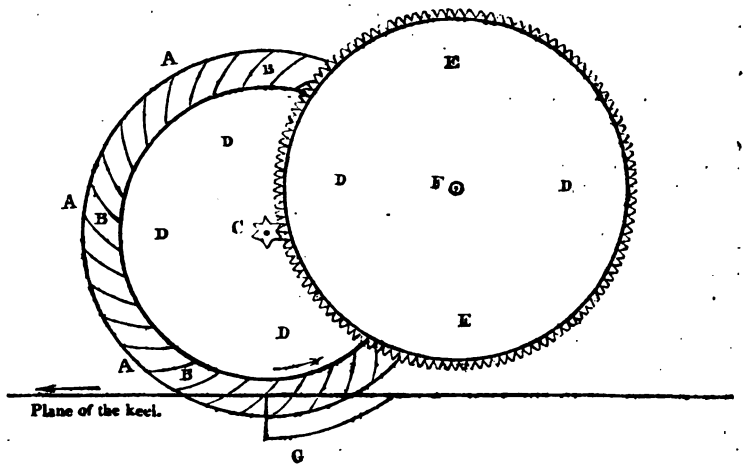
Two humble names, yet well entitled to their due share of the fatal honours of these enterprises, yet remain to be remembered, and these are Hillman, the honest and industrious ship-carpenter from Malta, and Columbus, the personal servant of Col. Denham, both of whom performed the whole journey to Bournou, and returned with the successful members of the mission to London in 1824.

Columbus, who from his name could not but be considered an auspicious associate on a voyage of discovery, afterwards accompanied Capt. Clapperton on his second and fatal journey to Sackatoo, and was, it is believed, the first victim to the climate on that occasion. It is a little singular that he is not mentioned at all by Capt. Clapperton; but Col. Denham, we know, entertained a very high opinion of his qualifications for such an undertaking, as he was an expert valet, nurse, cook, tailor, and traveller, and acquainted, more or less, with almost all the languages of the east, and of southern Europe. He left England, however, in bad health, and it was not expected he could withstand the trials of the journey.

Poor Hillman, who had suffered perhaps more than any other of the Bournou party, was too happy in finding himself once more in Old England to think of again exposing himself to similar trials; and some appointment was obtained for him in one of the dockyards. He died, we believe, about two years ago, amidst countrymen and friends; whilst poor Columbus adds another to the sad catalogue already enumerated of those who died upon the field.

A PERPETUAL LOG.

The following design of a Perpetual Log, found among the papers of the late Capt. Philip Beaver, R.N. and proposed to him when a Lieutenant, has been forwarded to us by the Author of his Memoirs, Capt. W. H. Smyth, R.N.



The wheels, fixed horizontally between the keel and the false keel, where a perpendicular raised on the plane will pass abaft the wheel and before the cabin partition.

AAA, a wheel, one foot diameter, to project two inches without the keel.

BBB, the buckets, two inches deep, three or four broad.

C, the axis of other wheels with six cogs.

D, a thin plate instead of spokes.

EE, a wheel with 120 cogs, moved by cogs on axis wheel.

F, a socket to receive the rod or spindle.

G, a cap, covering half the projecting part of the wheel, to assist the votrix in the chamber.

The wheels to move on pivots.

A copper tube, of an inch or three quarters diameter, to be fixed through the centre of the keel, perpendicular to its plane, and extending a few inches above the kelson; another tube to fix in the former, supported by a cylinder of wood, inclosing the pipe or tube, well secured to the kelson, and one of the orlop deck-beams, and rising up to the quarter-deck abaft the wheel and before the cabin bulkhead, on which the rest of the machinery is to be fixed, in the form of a clock, which receives its motion by a long rod, fixed in the socket of the second wheel, with 60 cogs on the upper end to move the third wheel.

The first revolution of the second wheel, containing 120 cogs, will be equal to 60 feet of the ship's progressive motion. One revolu-

tion of the third wheel, the first in the clock, fixed perpendicular, the long spindle giving it motion, 60 cogs will be equal to 600 feet. The fourth wheel's revolution equal to 6,000 feet, nearly a geographical mile, containing as the former 60 cogs.

As I have had no opportunity to try what resistance the wheels may meet in the water, or what the apparatus will be retarded by friction, I allow the difference at random, but the first experiment will easily determine it, and can be rectified by having the fourth wheel, with fewer or greater number of cogs to complete one revolution exactly equal to a geographical mile. When determined, other trials may be constructed at pleasure; as a fifth wheel, with 72 cogs, will be equal to 12 miles; a sixth, with 120 cogs, equal to 240 miles, &c. &c.

Care should be taken that nothing touches or rests against the case of the pipe or tube, lest the motion be injured by bending the rod. I do not mean that the first, or bucket-wheel, should be confined to one foot diameter, but to one suitable to the breadth of the keel; nor the second wheel to a certain number of feet: only observe, the diameter of first wheel with cogs on the second, which also ought to be of the greatest diameter the keel will allow, shall so correspond, that one revolution of the second equals 60 feet of the ship's progressive motion.

Farther observe, the second wheel can only move on a pivot below, for in the upper end of the axis must be a socket to receive the square point of the rod that moves in cylinder, or the axis may be pointed, and the socket in the rod. I also mean that the socket of chamber in which the axis moves, shall enter a little way up the pipe in the keel, to fit close to prevent a leak, should the cylinder of wood which incloses the pipe be broken by any accident; but as it must run some way near the after-magazine in two deck ships, nothing but a shot can possibly injure it.

I also think that in large ships, it would be better to have the rod in two parts, the first ending on the lower gun-deck, and the third wheel annexed to the lower end of the second rod; however, should the plan be adopted, that and many other improvements may be made, to reduce the friction and facilitate the motion.

The cap I mentioned to cover half of the projecting part of wheel to assist the votrix, may as well be part of chamber described by the same circle.

N.B. I will thank you to let no copy be taken, and will thank you for any improvement you may make.

Sir,
Your humble servant,
JOHN BASSETT.

SKETCH OF THE SERVICES OF THE LATE LIEUT.-GEN. SIR MILES NIGHTINGALL, K.C.B. & M.P.

This officer, who died at Gloucester on the 19th Sept. last, in his sixty-first year, entered the army in 1787, as an Ensign in the 52d, and joined that corps at Madras in the summer of the following year. He served with the army under Sir W. Meadows, and was present at the assault and capture of Dendagul, in August 1790; immediately after which he was appointed Brigade-Major to the King's troops in India. In the latter capacity he was at the siege and capture of Paligautcherry, the siege and assault of Bangalore, the storming of Savendroog and Outradroog, and in the general action near Seringapatam, on the 15th May, 1791. He continued as brigade-major during both campaigns in the Mysore, and was present at every affair in which the first brigade of the army was engaged during that period, and particularly in the general attack on Tippoo's position, under the walls of Seringapatam, when all his redoubts were stormed, and one hundred pieces of cannon taken: a victory which compelled the enemy to submit to terms dictated by Lord Cornwallis, and peace was signed in March following.

In the same situation, and with the same brigade, this officer in August 1793, was present at the siege and capture of Pondicherry, after which he was compelled by indisposition to return to England. On his arrival he was appointed aid-de-camp to Marquis Cornwallis, then commanding the Eastern district, but having shortly after purchased a majority, he was appointed brigade-major to the district. In the same year, 1795, he purchased the lieutenant-colonelcy of the 115th regiment, and having volunteered his services with the expedition then fitting out under Sir Ralph Abercrombie, for the West Indies, he was placed in command of the 92d; but that corps being soon after reduced, he was removed to the 38th, which he commanded during all the service in which it was engaged in the West Indies, and at the capture of Trinidad in 1797.

In the expedition against Porto Rico, Lieut.-Col. Nightingall attended Sir Ralph as extra aide-de-camp, it not being practicable to employ the 38th on that service; but, in consequence of severe illness, he was compelled to resign that office in August 1797, and to return to England.

Lieut.-Col. Nightingall proceeded in 1798, to St. Domingo, as Deputy-Adjutant-General to the forces in that colony, from whence he returned in charge of dispatches, in July of the same year.

Early in 1799, the Lieutenant-Colonel was employed on a particular service with Major-Gen. T. Maitland, and sailed with that officer, in the Camilla, on a mission to America, Jamaica, and St. Domingo. He returned to England in July, and was appointed as Assistant-Adjutant-General to the army destined for the Helder expedition: as such he was present in the general actions of 19th Sept. and 2d Oct.

In January 1800, Lieut.-Col. Nightingall was again employed under Major-Gen. Maitland, in Quiberon Bay and on the coast of France, as Deputy-Adjutant-General, and returned to England with dispatches in July following.

He next served as Assistant-Quarter-Master-General in the Eastern

district, and on the preliminaries of peace being signed between England and France, in October 1801, the Lieutenant-Colonel accompanied, as Secretary, the British Ambassador, Lord Cornwallis, to Paris and the Congress at Amiens.

In 1803, Lieut.-Col. Nightingall proceeded to the East Indies as Quarter-Master-General: he joined Lord Lake's army in the field on the north-west frontier, and was present at the actions and sieges of Agra and Laswarree. On the 25th Sept. in the same year, he received the Brevet rank of Colonel.

In 1805, Col. Nightingall was appointed Military Secretary to the Marquis Cornwallis, then Governor-General and Commander-in-Chief; and after his Lordship's decease, the Colonel remained in India as Quarter-Master-General, until 1807.

Col. Nightingall in February 1808, was appointed a Brigadier-Gen. to the forces under Major-Gen. Brent Spencer, destined for the Peninsula. At the battles of Roleia and Vimiera, he was in command of the 29th and 82d regiments, forming the third brigade, and for his conduct on those occasions, received the thanks of Parliament.

In December 1808, he was appointed Governor and Commander-in-Chief at New South Wales, but this appointment he was compelled to relinquish, from a long and painful illness. After serving some time on the home staff, he was again appointed to that of Spain and Portugal as a Major-General, having obtained that rank on the 25th July, 1810.

He was next appointed to the command of a brigade in the first, Sir Brent Spencer's, division, consisting of the 2d battalion 24th, 2d battalion 42d, and 79th regiments; but Sir Brent being second in command of the army, and frequently employed with other divisions, the command of the first division devolved on the Major-General, and this important trust he held in the action of Fuentes D'Onor, where he was wounded. Shortly after being removed to the staff in Bengal, on his arrival there he was nominated to the command of a field division of the army, near the frontier; but before he joined the station, he was appointed by the Governor-General, Lord Minto, to the chief command in Java and its dependencies, with a seat in the Council.

In 1814, the Major-General commanded in person the force against the Rajah of Boni, who had assembled 3,000 men in a fortified position. The column of attack was formed under the command of Lieut.-Col. M'Leod of the 59th: that corps and the flank companies of the 78th, carried all before them, and in less than an hour were in possession of the palace, the Rajah escaping with great difficulty in disguise.

After settling the country, and establishing the British supremacy, the Major-General returned to Java, where he continued till 1815, when he was appointed Commander-in-Chief at Bombay, in which capacity, and as second in the Council at that Presidency, he continued till 1819, when he returned to England.

At the time of his death, Sir Miles Nightingall was Colonel of the 40th Foot, and a member of the House of Commons. In 1815, he had the honour of having conferred on him the title of a Knight Commander of the Bath.

SUGGESTIONS IN NAVAL ECONOMY.

Mr. Editor,—Since the justice, not to say liberality of the superior authorities, towards the brave and meritorious men who compose the United Service, cannot but be restrained by an apprehension of increasing the burthen, which immense expenditure for the service imposes on the public, any measure calculated to diminish that expenditure seems likely to be interesting to your readers. In your Journal for last month, I communicated my proposal for employing Government vessels as transports, thereby attaining considerable saving to the public and the benefit of full-pay, and occasional promotion to the *personnel*, a measure which I have the satisfaction of seeing I am not the only one to recommend. I have now to communicate another economical measure,—that of manufacturing largely on Government account, the *matériel* requisite; which proposal I am led to offer, for the most part, in the form in which it was hastily drawn up and communicated to a Member of the late Committee on Finance.

Amongst the benefits derivable to the service from this measure is that of keeping up in time of peace a skeleton *personnel* in the civil branch, as the proposed measure relative to transports did in regard to the military branch. It was also on this measure that depended the practicability and economy of, and the very important benefits derivable from, a system of appropriate and complete education for all the *personnel* of the naval service, by means of seminaries, the plans for which were adopted by the two successive naval administrations of Earl Spencer and Lord St. Vincent, and for which Mr. Pitt offered funds for the outset, to an extent much beyond what was asked for.*

The savings to be made by manufacturing on Government account, arise from the following sources.

Command of capital at a lower rate of interest than it can be procured at by private individuals.

Insurance against disuse of the article, for the production of which capital has been laid out. The private manufacturer must be insured against the chance of a discontinuance of the demand, arising from a determination to employ another manufacturer, as also against the cessation of need for the article in time of peace. Government can extend or contract its manufactory more easily than the private individual, and has, moreover, earlier notice of the change from war to peace: and although in time of peace, a demand for the use of machinery established in time of war, may be too little; yet all that portion of capital expended in buildings applicable to use as storehouses, is as profitable in time of peace as of war; and as to the hands employed, the demands during peace are always sufficient to afford work for an ample number of the best operatives, to keep up a skeleton establishment, ready for filling in on the breaking out of war.

Insurance against the exorbitant prices required by private manufacturers in war time, when the quantities required are great, and when it is known that at all events they must be obtained by Government.

Although at the time of making contracts the prices agreed for may be moderate, yet the additions of price, and other advantages afterwards given to contractors, are frequently found to render these prices exorbitant. When the cost of materials or workmanship happens to fall, the manufacturer never applies to the contracting authorities to have his prices diminished; but as soon as the prime-cost of a material, or the price of workmanship rises, or when an increased demand requires the laying out additional capital, he never fails to apply for "relief" in money or money's worth, which Government seldom find themselves able to avoid yielding to. Numberless instances of this are to be found in the books which I have examined, from the first records in Portsmouth Dock-yard, down to the latest period of the late war. In these contracts with manufacturers, all the advantages arising from the purchase of materials when they are at a low price,—besides others from circumstances unthought of at the time of making contracts,—are given to the manufacturers, not to Government. Such,

* See my Naval Papers, No. 3, page 134, and No. 5.

2dly. All articles of which the goodness of quality depends on manufacturing processes, not capable of being ascertained, or capable only of being ascertained with difficulty, after the article is fabricated,—such as canvass.

3dly. All of which their fitness for their intended purposes is not capable of being strictly defined; or which are susceptible of improvement, real or imaginary, which consequently afford grounds for manufacturers to urge the introduction of new modifications of the article, with a view to the obtainment of exclusive contracts for furnishing them,—as iron work, pumps, fire hearths.*

4thly. All such as may be remanufactured from worn-out or damaged articles, from portions of materials coming off from, or unfit for the principal use for which they were obtained, or such materials, as taking them along with the materials principally requisite, might enable that material to be obtained on more advantageous terms—inferior cordage; iron hoops, and all old metal articles; boats, and all small articles of wood.

5thly. Articles which, by affording employment for young hands and old or infirm men, would enable Government to train up without expense, a considerable number of boys for the future supply of artificers, and all others employed in the service, and to lessen the expense of educating a considerable number for the superior employments of the service; as also to give employment and proportionate pay to meritorious artificers when old or infirm, without incurring the expense which always has, and always will otherwise take place, from the reluctance felt to superannuate or discharge in his latter years, a man whose youth and days of strength are known to have been meritoriously employed in the service.

It is not in time of peace that the difficulties are in so great a degree experienced, or the extra expenses incurred, which arise from want of co-operation in the different departments, or from combinations of workmen, manufacturers or merchants, as in time of war. In time of peace, all the wants of the Navy can be foreseen long before the need exists of supplying them, and leisure is thereby afforded of giving orders in detail, in regard to all the several articles to have them ready by a certain time, amply long enough for the purpose. A superfluity of workmen are always ready enough to be engaged, and merchants and manufacturers are aware, that the quantities of articles required for a peace supply are so small, compared to the quantities in the market, as to render it improbable that any combination for enhancing prices to a great degree could be successful: whereas, in time of war, artificers of certain descriptions know that enough of the class do not exist in the country to supply the demand, and the merchant and manufacturer also know from experience, that at certain times during war, Government cannot forego or delay the acquirement of a variety of articles, that therefore they are under the necessity of paying any high price that may be fixed upon by a combination of those who happen to possess the stores required, or the means of manufacturing in great quantities, articles of which the naval demand is so immense, as for copper sheathing, cordage, and sail cloth.

That the contract prices, in time of war, have risen greatly beyond the enhancement of the market prices of materials and workmanship, many examples might be adduced; but taking that of sail-cloth, it will be seen on reference to prices, that the times of sudden and great increase of price, have been the years in which the wants of Government were the greatest; as for example, in the years 1804 and 5, the price of No. 1, had risen from 1*s.* 6½*d.* a yard, to 1*s.* 9*d.* flax being about £70 per ton. In the last year of the war with France, namely, March 1814, flax being about £83 per ton, advantage was taken in a still greater degree of the needs of Government, and no less than 2*s.* 8*d.* per yard was paid for No. 1. That this high price was in consequence of combination can hardly be doubted, since the difference in the cost of the material, could not have exceeded twelve or fifteen shillings in the bolt, whereas the cost of the bolt was raised from £3. 10*s.* to £5. 6*s.* 8*d.* a difference of £1. 16*s.* 8*d.* or three times the difference occasioned by the extra cost of the material. Had, therefore, the sail-cloth manufactory, ordered in the year 1804, been carried into execution, the annual savings at that period of 1814, would have been increased to double the estimated rate as specified above. S. Bentham.

* See Naval Papers, No. 8.

ANNALS OF THE PENINSULAR CAMPAIGNS.*

Few works of fiction published in modern times have created, or deserved to create, what is called a greater sensation, than Cyril Thornton Partaking just as much of a military character as to give to it a kind of interest then perfectly novel, yet totally free from the most remote approximation to pedantry or professionalism, that powerful tale at once established for its author a high reputation among the writers of the day, and led such as perused it to look forward with something like impatience to a fresh essay from the same gifted pen. Whether the expectations thus excited will be realized by the performance now produced, we of course pretend not to decide; but if they be not, we have no hesitation to say that the fact will exceedingly surprise us.

Notwithstanding all that has been written on the subject of the Peninsular war, in the shape of histories, narratives, recollections, and personal memoirs, the people of England have possibly felt, up to this moment, that a concise and spirited sketch of the late contest was wanting. Mr. Southey has, it is true, described the progress of the struggle from beginning to end with a degree of eloquence and beauty peculiar only to himself; but, unfortunately for the cause of truth, not less than his own reputation as a historian, Mr. Southey's great work is to be esteemed as little better than a romance. Far be it from us to assert, that the learned and amiable Laureat has in any instance wilfully perverted facts, or knowingly deceived his readers. If there be one man in England less chargeable with these atrocities than another, that man is Mr. Southey: but the very openness of character and generosity of heart, which render him incapable of such crimes, totally disqualify him for the office which he has somewhat unnecessarily assumed. Mr. Southey sat down to write under the influence of strong prejudices, originating in his own innate sense of what a people owe to themselves and to their country, and fostered and brought to maturity by his intimate acquaintance with the traditions of chivalry. He had admired, as all right-thinking men admired with him, the sudden spirit of opposition displayed by Spain to the attempts of the great usurper, and remembering what Spain once was, not looking to what she had since become, he ceased not to watch the future conduct of her sons, through the medium, not of reason but of imagination. In the same spirit, Mr. Southey, from year to year, recorded, in the pages of the London Annual Register, the events which arose out of the critical movement of the 6th of May, till his mind became at last so perfectly imbued with a partiality amounting to prejudice, that no statements, from whatever quarter emanating, could afterwards restore to it its natural tone. Hence his extravagant laudation of Spanish gallantry and Spanish endurance, qualities of which those who served the longest in Spain witnessed the fewest specimens; and hence also the grievously incorrect descriptions of almost every military operation, which disfigure his otherwise delightful pages. Mr. Southey's work, therefore, though singularly attractive in itself,—as a mine of statistical lore, no less than as the production of a man of genius,—is, when regarded as a history of the late war, absolutely worth nothing.

The next work of importance after Mr. Southey's, (for we speak at present only of such performances as describe the whole or a large portion of the late war,) is the Narrative of the Marquis of Londonderry. As far as it goes, perhaps, no description of recent events advances a better claim to be received as authoritative and deeply interesting than this. Without aiming at the dignity of history, his Lordship has contrived to mix up with his account of his own personal proceedings, more accurate details of the operations of the Allied army in general,

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* Annals of the Peninsular Campaigns from 1808 to 1814. By the author of Cyril Thornton, in 3 vols 12mo. with plates.

than almost any man besides himself could have done; whilst he has thrown a species of interest into his pages which will probably be felt by the civilian to the full as much as by the military reader. But the Marquis of Londonderry's Narrative is, unfortunately, incomplete. It contains a graphic picture of a part, but only of a part, of the Peninsular war; and we lay it down, almost as much annoyed that it closes where it does, as gratified with having been carried so far onwards by its magic. Nor is this all. Though delightful for its simplicity and the candour of its general tone, the Marquis's work is unquestionably too long. Speculations and opinions are interwoven somewhat too frequently with the description of facts; and the reader becomes occasionally tired of following a chain of argument, which, whether sound or unsound in the abstract, is now of no value whatever.

Of Col. Napier's eloquent and elaborate History, so little time has elapsed since we delivered our opinion at length, that it were a needless repetition of what was said then, to give judgment concerning it now. For the student in the art of war, as well as for the soldier who has studied that art already, it will continue, as long as the English language lasts, to be a text-book,—not only because its statements are generally correct and authoritative, but because it compels him who reads to think. No doubt Col. Napier has his prejudices as well as Mr. Southey; still, he writes like a soldier. He extenuates the atrocities of the French, indeed, whenever an opportunity offers, and holds in utter contempt the vaunted exertions of the Spaniards, but he is as far from denying to the one party all credit, as he is desirous of exhibiting the other in a light absolutely favourable. Nevertheless, Col. Napier's work, splendid and elaborate as it is, may not be the sort of work to satisfy readers in general. It is, perhaps, too scientific, too professional, too recondite, to be relished as its excellencies deserve by the mass of careless readers.

With these facts staring him in the face, the author of Cyril Thornton determined, it appears, to complete what he has modestly denominated Annals of the Peninsular Campaigns. No title could have been better chosen,—not merely with reference to the probable effect of the work upon the public at large, but in respect to the contents of the volumes to which it is prefixed. These are literally and truly what they profess to be—annals of the most glorious struggle in which this country was ever engaged; and they contain, generally speaking, one of the clearest and most concise sketches of the proceedings of seven eventful years which we recollect to have seen. Steering a middle course, our author neither affects to paint the invaders in the colours of blood-thirsty barbarians, nor the invaded in the light of brave and devoted patriots; but giving to each party the share of merit which appears to him to be due, he bestows upon both their relative portions of censure. So far the work seems to us to be peculiarly happy, nor is there any point, save one, in which we can discover in it just ground of mis-praise. Yet even that attaches to the publisher more than to the author,—for the single circumstance which leads us to doubt as to its absolute success is, that it has not appeared at the most propitious moment.

Though we stated at the beginning of this paper, that the people of England might still experience the want of some manual, as it were, of the military history of late times, we are very far from thinking that the present is the moment at which it may be brought out to the best advantage. On the contrary, with rivals so numerous and so powerful to contend against, we cannot but regard the attempt now made, even by the author of Cyril Thornton, as a bold one. Still, if this difficulty can be overcome, and unquestionably it is a serious one, his success is, we think, certain,—at least we shall greatly distrust our own judgment in such matters for the future if we be deceived now.

It cannot be expected that we should attempt to give, at a period like the present, any outline, however brief, of the contents of these volumes. The tale has been told so often, that were we unwise enough as to tell it again, we could never expect our readers to follow us. We must content ourselves, therefore, by

conveying some general idea of the plan on which Capt. Hamilton's History is compiled; and after transcribing an extract or two, with the view of satisfying the doubtful, that even now battles and the movements of troops may be described in readable terms, we shall leave the book to push its own way, as it doubtless will, among the crowd.

The Annals of the Peninsular Campaigns are prefaced, as they ought to be, with a concise but well-digested sketch of the condition of the Peninsular nations, from the period of the breaking out of the French Revolution, down to the commencement of Napoleon's infamous attempt to annex them to the crown of France. Though we perceive in this little to distinguish it from views of the same transaction which have been taken, as well by the French as by others of our own writers, still we cannot conceal from our readers, that the author has contrived to crowd, within a very narrow compass, as much of information as will be found scattered loosely and vaguely elsewhere. This done, he proceeds to detail the series of events which paved the way to the advance of Junot's army—the mock alliance, which had for its object the dismemberment of Portugal,—the intrigues and cabals which were carried on at Madrid,—the cajolling of the House of Bourbon within the grasp of its relentless enemy,—and finally, the bold declaration that it had ceased to be a Royal one. The march of French troops from the Pyrenees to the Tagus, is likewise traced; the flight of the Braganza family, and the subsequent display of the French eagles from the towers of Lisbon, are described; whilst to the movements of other columns, the occupation of Madrid by Murat, and the popular commotions consequent upon it, just enough, and no more than enough, of space is afforded. Finally, after recording the first efforts of the Spaniards in their own defence, the former siege of Saragoza, the battle of Baylen, our author hastens to introduce a British army into the field, by briefly and lucidly explaining the circumstances which led to the victories of Roliça and Vimiero.

From this point the author proceeds to record in regular order every event calculated to affect the issue of the war, as from year to year it occurred. After analysing the results of the first campaign, and taking a favourable view of the convention of Cintra, he describes the proceedings on the part both of Napoleon and the Spaniards, which were keeping pace, as it were, with the deliverance of Portugal. Under this head we have a well-told outline of the operations both in the North and South of Spain; of the appointment of a Supreme Junta, of the violent proceedings of Cuesta, of the defeat of Blake, and the battle of Tudela; and then reverting to his proper theme, the author brings us back again to the proceedings in Portugal which arose out of the success of the British arms. The recall of Sir Hugh Dalrymple is touched upon rather than described; and Sir John Moore, with his gallant band, is put in motion.

The campaign which followed is well described, as it has been well described a dozen times already; but we cannot at present pause to notice the description. Not absolutely condemning, yet equivocally eulogising the accomplished leader of the British army, Capt. Hamilton assigns him the meed of praise to which he thinks him entitled. He contends, that for the precipitate retreat upon Corunna there was no occasion; and that the strong province of Gallicia might have been defended, and ought to have been defended, till the recall of Napoleon into Germany. On this subject, however, we have ourselves some *data* which escaped the knowledge or consideration of the Peninsular Annalist. Our space will not permit us to dwell here upon the merits of this memorable campaign; but we may take an early opportunity of reverting to a question so much discussed; though still, perhaps, not thoroughly understood. Of the account given of the principal proceedings which followed the re-embarkation of Moore's army, we cannot speak in favourable terms. We are surprised to see a man of Capt. Hamilton's sound sense and military education, falling into the error which Mr. Southey has committed with reference to the second siege of Saragoza. We should have thought that he knew something more of war as it is, than to copy all that historian's roman-

tic legends of the devotion of the Saragozans, of the daring bravery of the women, and above all, of the heroism of Palafox himself. Of Palafox we know, by the statements of those who served under him, that there never lived a more successful Charlatan; how could Capt. Hamilton bestow upon him the epithet of heroic? and as to the women—we were assured on the spot, that with one or two exceptions, they did neither more nor less than women always do when brought to the pinch. They endured much,—they were constant in their attendance upon the sick and wounded, and occasionally conveyed bread and wine to their husbands and fathers through a heavy fire,—but as to working guns, and disputing the approach of the French "to the knife's point," all this is what Mr. Burchel would call *fudge*. Still, the story is a very beautiful one, and we are not sure that its repetition, even by Capt. Hamilton, will do any harm.

In this manner we are carried on from spring to winter, and from winter to spring; the movements of the hostile powers being distinctly and graphically delineated, as well in the cabinet as in the field. Of the campaign of 1809, a very fair account is given. Capt. Hamilton, we may observe, has evidently not gathered his materials from the fountain head, at least we could put him right in a variety of minute points, and now and then upon important ones. But for a popular history, we do not know that the story has ever been more clearly told, and we are sure that the public in general will esteem it as it deserves. The narrative of the operations of 1810, is upon the whole excellently drawn up. The designs and efforts of Massena, not less than the manœuvres of his illustrious opponent, are well put; but here, as elsewhere, our author trusts more than he ought to do to the narratives of subordinates. It is a great mistake to suppose that "the Government of Portugal entered manfully" into Lord Wellington's views. The Government of Portugal did its best to thwart his projects, and nothing but his own extraordinary firmness and decision, caused even the imperfect obedience which was afforded to the order of general devastation. Imperfect, however, that obedience was, from the nature of the sacrifice required, for multitudes of the inhabitants lagged behind, with their stores and their effects in their possession, of which Massena reaped all the benefits during his protracted halt in front of the lines.

There is one point, however, connected with the proceedings of this momentous year, into which we are surprised to find that Capt. Hamilton has not more fully entered; we allude to the conduct of the Cortes, assembled within the walls of Cadiz, and acting as the ostensible Government of the Spanish nation. We are told of that body only that it declared the crown to be inalienable to the House of Bounaparte; that it exhibited too much of a tendency towards abstract legislation; and that a prospect for regulating the representation of the Colonies was passed into a law. All this is true enough; but if the conduct of the Cortes was to be discussed at all, it ought to have been discussed more fully. Not one word is said of the communications which passed between the authorised agents of South America and the mother country, as to the consequences which were to ensue upon a certain possible contingency. We hear nothing of a declaration on the part of the Supreme Government, that America must go with Spain; that if Spain were forced to submit to France, America must submit also, and that under no circumstances whatever could a dismemberment be sanctioned. As little are we enlightened on the subject of the uses to which the supplies of arms and money granted by Great Britain, for the resistance of the common enemy, were turned. Not a syllable is said of the expeditions fitted out and sent forth from Cadiz at this eventful moment, to compel the Colonies to follow the fortunes of the mother country, for better or for worse; nor is a hint thrown out of the secret negotiations which were then carried on, between the agents of Joseph and several of the most influential men in the patriotic Government. We do not say, that to notice all these points was absolutely incumbent upon Capt. Hamilton, but if he saw meet to describe the proceedings of the Spanish Government at all, it strikes us that he ought to have done so correctly.

The campaign of 1811, though not without its weight in determining the final results of the war, and abounding in brilliant affairs, was, perhaps, the least decisive of any that took place during the contest. It is not, however, on that account, described either correctly or briefly by our author; on the contrary, the murderous affair of Albuera, and the strife at Fuentes, are each depicted in just and glowing colours; whilst criticisms are adventured sufficiently bold, if they be not absolutely just. Their justice, however, it is not our part to dispute.

"Let the gall'd jade wince, our withers are unwrung."

There are few sections of the Peninsular Annals more delicate than the campaign of 1812. Commencing with the most brilliant and unlooked for successes, it terminated in the retreat from Burgos, a movement which undeniably produced, at the moment, very serious discontent, both at home and abroad. Perhaps, too, there is no portion of the eventful history of the Duke of Wellington on which men are more apt to differ in opinion. We are not called upon to give sentence one way or the other,—but this we must admit, that Capt. Hamilton has extricated himself from this dilemma, if such it be, with remarkable address. After describing the capture of Rodrigo and Badajos, the subsequent manœuvres of the hostile arms, the battle of Salamanca, the advance upon Madrid, and the investment of Burgos, he gives us in detail, both the circumstances of the retrogression upon Tormes, and a brief and sensible critique upon the latter movement, in which he lays the principal blame, partly upon Generals Blake and O'Donnel, partly upon the British Ministers. Whether the occupation of Madrid at all, at that particular juncture, was or was not an error, may be questioned,—but if it were, the consequences arising out of it were amply redeemed by the campaign of 1813.

Never was advance more splendid than that which began upon the frontiers of Portugal on the 16th of May, and ended at the foot of the Pyrenees on the 21st of June. It was beyond all comparison the most magnificent, as well as the best arranged manœuvre ever executed by a British army; and the battle of Vittoria to which it led was the most important, both in its direct and contingent consequences, of any that was fought during the whole war. By that single victory, the Peninsula may be said to have been cleared,—for the detached corps of the enemy which still polluted the Spanish soil became comparatively powerless,—whilst its influence in affecting the decisions of the Northern powers, then wavering between the desire of peace and the hope of farther successes, was immense. To the victory of Vittoria, indeed, even more than to that of Leipsic, Napoleon's first abdication was owing; for had the former not been won, the latter never would have been fought for,—yet there are historians who forget to record this,—or to speak more accurately, who studiously keep the fact out of view. We do not envy the candour of these men's minds, to whatever nation they belong, and we will not do so much honour to their names as to transcribe them.

The same spirit which characterizes his details of the operations of 1812, give a tone to our author's narrative of the campaign of 1813. He describes the siege and capture of St. Sebastian, the battle of the Pyrenees, the crossing of the Bidassoa, and the several actions in the south of France, with great spirit and fidelity; indeed, no man can read his narrative without receiving full assurance, that the utmost care has been bestowed upon its compilation. Such, however, is manifestly the case with the entire work from beginning to end. Every source of information within the author's reach has been sedulously explored; general impartiality has been exercised in using the materials obtained for it; and if here and there a trifling error may be discovered, it is not more than might be asserted of the most admired history in existence.

Reverting for a moment to Captain Hamilton's note on Colonel Napier's view of the Capture (or Sack) of Cordova, for which, the former observes, Colo-

nel Napier has not *quoted any authority*, we may remark that Colonel Napier grounds his statement on Dupont's "Journal of Operations," confirmed by the information collected on the spot by a distingnished *British* officer. Captain Hamilton appears to lay great stress on the authority of General Foy, whose account of that affair he quotes: but it must not be overlooked, that Foy's book is posthumous, that he was not an eye-witness of the transaction, and that he was, besides, a political enemy of Dupont after the restoration. We are not ourselves amongst those who are inclined to palliate the cruel disposition and wanton acts of the French troops during their usurpation of the Peninsula; but we state these facts in proof of the difficulties and perplexity under which the conscientious Historian must inevitably labour.

We shall conclude, as we promised to do, with giving a couple of extracts, illustrative of our author's power of description; and with a hearty recommendation of his work, as one well entitled to the general approbation of his countrymen.

The following is Capt. Hamilton's mode of introducing his sketch of the affair of Roliça.

"It was morning, and a calm and quiet beauty seemed to linger on the scene of the impending conflict. The heights of Roliça, though steep and difficult of access, possessed few of the sterner and more imposing features of mountain scenery. The heat and drought of summer had deprived them of much of that brightness of verdure which is common in a colder and more variable climate. Here and there the face of the heights was indented by deep ravines, worn by the winter torrents, the precipitous banks of which were occasionally covered with wood; and below, extended groves of the cork-tree and olive; while Obidos, with its ancient walls and fortress, and stupendous aqueduct, rose in the middle distance. To the east the prospect was terminated by the lofty summit of the Monte Junto, and on the west by the Atlantic.

"As the centre column commenced its advance towards the steep acclivity in front, the enemy gave no demonstration of hostility; and all was still and peaceful, as when the goatherd tended his flock on the hilly pastures, and the peasant went forth to his labours, carolling his matin song in the sunrise. Such was the scene about to be consecrated in the eyes of posterity by the first considerable outpouring of British blood, in a cause as pure, just, noble, and generous, as any of which history bears record."

Battle of Albuera.—"About eight o'clock on the morning of the 16th, the French army were observed to be in motion; and shortly afterwards a strong force of cavalry, supported by two columns of infantry and several guns, issued from the wooded ground between the Ferdia and the Albuera, and directed its march towards the bridge. The artillery immediately opened fire, and a heavy cannonade was kept up on both sides, with great effect on the part of the British, from their advantages of ground. In the meanwhile, Soult, crossing the Albuera, under cover of the wood, above the position, advanced with the main body of his army, and without opposition, took possession of the heights on the right flank of the Spaniards. The combat then commenced. The Spanish troops, after a short resistance, were driven from their ground, and Soult then formed his army in a line, extending to the Valverde road, and raking that of the Allies.

"It became instantly essential to the safety of the army, that the enemy should be driven from the commanding station he had thus assumed. Beresford directed a new alignment; Gen. Cole's division was placed in an oblique line, with its right flank thrown back, and an endeavour was made to bring up the Spanish troops to the charge. This failed. A heavy fire was kept up by the French artillery, and a charge of cavalry again forced them to retire in confusion. Gen. Stewart's division, therefore, was brought up, and passing through the Spaniards, advanced to gain possession of the heights. At this period a storm of rain came on, which completely darkened the atmosphere, and rendered it impossible to discern the movements of the enemy at any distance. The right brigade, under Col. Colburne, consisting of the Buffs, the 66th, the second battalion 48th, and the 31st, was in the act of deploying,—the two leading battalions alone, having completed the manœuvre,—when a regiment of Polish lancers, which under shelter of the mist had circled their flank, made a furious charge from the rear. The result was, that the whole brigade, with the exception of the 31st, which

still remained in column, were driven forward into the enemy's line, and made prisoners.

"Gen. Latour Maubourg, with the cavalry, then took post beyond the right of the Allies, waiting for the first indication of retreat, to execute a grand and decisive charge, and throw confusion into the movement. Their motions were watched by the heavy brigade, under Gen. Lumley, and the horse artillery did considerable execution in their ranks.

"It was under such circumstances that the brigade of Gen. Houghton was advanced to retrieve, if possible, the fortunes of the day. A contest of the most bloody and pertinacious character ensued. The leading regiment, the 29th, no sooner reached the summit of the heights, than it was assailed by a fire of musketry and artillery, which spread havoc through the ranks,—and in leading this regiment to the charge, Gen. Houghton fell pierced with wounds. Unfortunately, the intervention of a steep but narrow gulley rendered it impossible to reach the enemy with the bayonet, and the 29th was directed to halt and open fire. The 57th and 48th then came up, and assuming their position in line, the struggle was maintained on both sides with desperate courage.

"In this state of things, Gen. Cole directed the Fusileer brigade to advance on the enemy's left, and ascend the disputed heights from the valley. In the execution of this movement, Gen. Cole, and almost every individual attached to his staff, were wounded. The Fusileer brigade, on crowning the ascent, was received with a fire so tremendous, that it at first recoiled, but instantly recovering its ground, displayed, throughout the remainder of this desperate conflict, a degree of steadiness and intrepidity impossible to be surpassed. Col. Sir William Myers, commanding the brigade, was killed early in the action, and his country was thus deprived of the services of a most gallant and accomplished officer.

"In the meanwhile, Gen. Houghton's brigade had maintained its ground in spite of all the enemy's efforts to dislodge it. Above two-thirds of its number had fallen, yet the remainder continued unbroken, and not one inch of ground had been yielded. At length, the entire exhaustion of ammunition made it necessary to retire, and the retrogressive movement was made by the small number of survivors with the most perfect regularity. A brigade of guns was then advanced to the front, and immediately opened fire. They were charged in flank by the Polish lancers, and for a moment taken; but the Fusileer brigade coming up, the cavalry were driven back, and the guns withdrawn.

"At length the French were forced from their position with immense slaughter, and retired across the Albuera. Marshal Beresford, from his great inferiory in cavalry, did not judge it prudent to continue the pursuit; and Soult, alarmed at the extent of his loss, made no effort to regain the post, the pertinacious maintenance of which had involved a sacrifice so prodigious.

"While these events were passing on the right, several attempts were made to gain possession of the bridge and village on the left. Though a great proportion of the troops had been withdrawn from this point, Gen. Alten's light infantry brigade, and Gen. Hamilton's Portuguese division, succeeded in repelling every attack.

"About three o'clock, the firing had entirely ceased, and both armies took post on the ground they had occupied in the morning. Thus terminated, perhaps, the most fierce and murderous contest which took place during the war. Out of 7500 British, 4158 were killed, wounded, or missing. The total loss of the Allies in the engagement, amounted to nearly 7000 men. Soult, in his official dispatch, rated the French loss at only 2,800; but it was ascertained, by an intercepted letter from Gen. Gazan, that upwards of 4000 wounded were under charge of that officer. Taking this fact in conjunction with the number of killed and wounded left on the field, the loss of the French army cannot be reasonably calculated at less than 9000 men,—an amount of slaughter on both sides, which, in proportion to the numbers engaged, is altogether enormous."

THE LIFE OF SIR THOMAS MUNRO.*

Where the reputation and talent of the biographer correspond, as in the present instance, with the celebrity and endowments of his subject, the result cannot be doubtful:—the Life of Sir Thomas Munro will rank with the most valuable, instructive, and judicious Memoirs in the range of British Biography.

The man who from a simple Cadet, not more favoured than his compeers on the score of fortune or patronage, attained by his own splendid abilities and admirable conduct the highest office of the Presidency to which he had been originally attached, it is needless to say was no ordinary person:—such a career legitimately claims investigation and record; in order that, embodied, it may serve as a stimulus to the aspirant, a study to all, and a monument of the worth passed away.

It rarely happens that the posthumous annals of the great sustain the impressions produced by their dazzling course. Like meteors they appear and vanish, while their track is too often found but a faint indication of a progress more brilliant than systematic. In developing the latent springs of character and events—an office which belongs alike to biography and history—it is more usual to find the general picture impaired than improved by the process. In these memoirs, however, we not only discover the most satisfactory confirmation of the justice done to the qualities of their subject when living, but are surprised by unobtrusive evidence of deserts far exceeding our previous estimate. Like Bishop Heber, we know him better and esteem him more, since we have read his journal and shared his secret thoughts. It has struck us, that between these admirable men there are many points of affinity. Distinguished by the most elevated characteristics of their respective professions, they assimilate in the soundness and philanthropy of their general views;—both met their fate under nearly the same circumstances and in sudden succession,—both are sepulchred in the adopted land they visited as strangers and served as sons.

In the beginning of the year 1780, Thomas Munro, then in his eighteenth year, landed at Madras in the quality of a Cadet. His father, a respectable and once affluent merchant of Glasgow, had become involved in his circumstances in consequence of the rupture with our American Provinces, with which he principally traded—a reverse, which as it led to the Indian destination of the son, also called into action the powerful principle of domestic duty and attachment, which prompted the latter to contribute regularly to the exigencies of his family throughout the whole of his subsequent life. Arriving in India at one of the most critical periods of our sovereignty in that quarter, (we allude to the formidable coalition and invasion of the Carnatic, under the inveterate auspices and able direction of Hyder Ally, aided by Lally and his Europeans,) Mr. Munro instantly entered the field of active operations, and from the outset gave signal proofs, in his correspondence, of the masculine and vigorous intellect which, in his after career, imparted an almost oracular value to his opinions. Even as a recruit, perfectly inexperienced in the practice and details of war, his sketches, communicated in letters to his family, of the important and complicated events then in progress, are characterized by a critical perception and precision of language almost intuitive. Feeling the inefficacy of such meagre extracts, as our limits would permit us to offer, towards the end of adequately exhibiting to the reader the ground-work of our own favourable impressions, we must content ourselves for the present with quoting part of a letter to his sister, which presents a complete and spirited picture of his mode of life, and proves that, whether his subject were gay or grave, he drew with the hand of a master.

"Madras, 23d January, 1789.

"You seem to think that they (Indian officers) live like those satraps that you have read of in plays; and that I in particular hold my state in prodigious splendour and magnificence—that I never go abroad unless upon an elephant, surrounded with a crowd of slaves

* The Life of Major-General Sir Thomas Munro, Bart. and K.C.B. late Governor of Madras. With Extracts from his Correspondence and Private Papers.

—that I am arrayed in silken robes, and that most of my time is spent in reclining on a sofa, listening to soft music, while I am fanned by my officious pages; or in dreaming, like Richard, under a canopy of state. But while you rejoice in my imaginary greatness, I am most likely stretched on a mat, instead of my real couch; and walking in an old coat, and a ragged shirt, in the noonday sun, instead of looking down from my elephant, invested in my royal garments. You may not believe me when I tell you, that I never experienced hunger or thirst, fatigue or poverty, till I came to India,—that since then, I have frequently met with the first three, and that the last has been my constant companion. If you wish for proofs, here they are.—I was three years in India before I was master of any other pillow than a book or a cartridge-pouch; my bed was a piece of canvass, stretched on four cross sticks, whose only ornament was the great coat that I brought from England, which, by a lucky invention, I turned into a blanket in the cold weather, by thrusting my legs into the sleeves, and drawing the skirts over my head. In this situation I lay, like Falstaff in the basket,—hilt to point,—and very comfortable, I assure you, all but my feet; for the tailor, not having foreseen the various uses to which this piece of dress might be applied, had cut the cloth so short, that I never could, with all my ingenuity, bring both ends under cover; whatever I gained by drawing up my legs, I lost by exposing my neck; and I generally chose rather to cool my heels than my head. This bed served me till Alexander went last to Bengal, when he gave me an Europe camp-couch. On this great occasion, I bought a pillow and a carpet to lay under me, but the unfortunate curtains were condemned to make pillow-cases and towels; and now, for the first time in India, I laid my head on a pillow. But this was too much good fortune to bear with moderation; I began to grow proud, and resolved to live in great style; for this purpose I bought two table-spoons, and two tea-spoons, and another chair,—for I had but one before,—a table, and two table-cloths. But my prosperity was of short duration, for, in less than three months, I lost three of my spoons, and one of my chairs was broken by one of John Napier's companions. This great blow reduced me to my original obscurity, from which all my attempts to emerge have hitherto proved in vain."

There is infinite beauty and feeling in those letters of Mr. Munro, in which, laying aside the harsher themes of war and politics, he gives free expression to the amiable impulses of his uncorrupted nature. Satiated with details of the desolating dissensions and tortuous policy of the East, painted with a power we have never seen surpassed, we dwell gratefully on his refreshing episodes of vivid retrospect and graphic narration. On topics of graver import, and most liable to prejudice, the manly sobriety of his arguments bespeaks our faith, while the vigour of his language and reasoning generally commands our acquiescence in his conclusions.

The operations of the eventful war referred to, from its commencement to the cessation of hostilities with the French, in July 1783, and the conclusion of a short-lived peace with Tippoo, the restless son and successor of Hyder, in March of the following year, are detailed with an accuracy and clearness calculated to give the most distinct impression of the transactions narrated; and, sooth to say, of the aggregate blunders committed during the contest, the much larger share is proved to have been ours. The relative merits of the officers in command and the movements they conducted are freely though fairly discussed, while inferences are drawn and positions laid down with a judgment that instructs while it surprises. This remark is not confined to particular events or seasons, it is applicable to the whole tenour of his recorded opinions. Possessing in a remarkable degree the quality of perspicacity, his cool discernment readily penetrated and weighed men and measures—judging those of the past or present upon their merits, and calculating the future with singular sagacity. So prophetic, indeed, do many of his reflections appear, that we sometimes forget they preceded events at which they glance, till recalled from our error by a date.

During the brief interval of peace which ensued, Mr. Munro, now appointed a Lieutenant, was not idle, having become even at that early period so distinguished for talents and discretion, as to have been named an assistant in the Intelligence Department. In this capacity, he served under the orders of Capt. Read, in the occupation of the ceded district of Guntoor, and at the frontier station of Ambore, until the breaking out of the war with Tippoo, in 1790, when he again took the field with the army, and was present at the principal events, till

the hollow peace with the above unstable Prince, in March 1792. A consequence of this truce, was the cession, by Tippoo, of the Baramahl, in the civil administration of which province Mr. Munro was again employed, under Capt. Read, till the year 1799, with infinite advantage to that country, and equal honour and gratification to himself. In the ensuing campaign, which terminated in the capture of Seringapatam and death of Tippoo, Capt. Munro served in the army of Lord Harris, as Secretary to his friend Colonel Read, who commanded a detached force.

On the conclusion of the Partition Treaty, which he had contributed to arrange, as Secretary to the Commission for the settlement of Mysore, conjointly with his friend Captain (now Sir John) Malcolm, he was nominated by Lord Mornington, then Governor-General, to the charge of the civil administration of Canara, a province acquired by the late treaty. Forming a rugged, wild, and barren strip on the Western or Malabar coast of the Peninsula, the territory, its climate, and inhabitants were alike forbidding; superadded to which objections, were those of separation from his friends, exclusion from European society, and removal from a district (Baramahl) he had mainly contributed to organize, and to which he was greatly attached. The appointment was certainly a most flattering testimony to the well-earned reputation and extraordinary qualifications of Capt. Munro;—still nothing but a paramount sense of public duty overcame his personal repugnance to the office, which he most reluctantly accepted, and retained, with eminent success and advantage to the state, till the latter end of the year 1800. Perhaps in no portion of his useful life was his conduct more admirable, or his labours more arduous, than in his charge at Canara. Surmounting with infinite temper incredible difficulties in the discharge of his solitary functions, and manfully bearing up against the severe privations incidental to his situation, the energy of his character, and the powers of his mind, were never more conspicuous.

About this period, a name of illustrious presage occurs in these Memoirs. Colonel Wellesley, in command of the army of Mysore, took the field against Dhondee Wahag, an adventurer of Mahratta extraction, but a native of the former country. This chief, after the usual vicissitudes as a trooper in Hyder's army, a freebooter, and a partisan, having, at the time of the capture of Seringapatam, escaped from a dungeon in that fortress, into which he had been thrown by Tippoo, had succeeded in collecting a formidable force to the north of the Toombuddra, and aimed at nothing less than sovereignty. After a series of active and skilful movements, indicative in no slight degree of the pre-eminent talents for command, which have since raised our military reputation to the first rank in Europe, Colonel Wellesley overtook, totally defeated, and slew "The King of the Two Worlds,"—so the Colonel ironically styles Dhondee, in his familiar and spirited correspondence with Major Munro;—a correspondence from which, were proof wanting, we derive the conviction that even then foresight, decision, and system guided the military operations of the writer. We would give Colonel Wellesley's letter announcing this victory, but that a document of peculiar interest to the professional reader claims our disposable space.

It is necessary to premise, that Major Munro, having succeeded in putting the intricate affairs of Canara in train, applied for and was transferred to the management of the Ceded Districts; these were composed of certain provinces assigned in perpetuity to the Company by the Nizam, as a commutation for his monthly subsidy appropriated to the maintenance of the subsidiary force at his capital, Hyderabad. In this new field, to the full as laborious as his late charge, and much more personally dangerous in consequence of the presence of lawless bands of armed and conflicting natives, Major Munro displayed with the same effect those superior qualities, which not only achieved the complete organization of a disturbed and barbarous territory, but, during the seven years' of his continued superintendence, won him golden opinions from all classes of the Ceded Districts, where he was known by the appellation of "The Father of the People."

In the mean time war with Scindiah and the Rajah of Berar broke out, and the battle of Assye was fought on the 23d Sept. 1803. Shortly after, the following letter, to which we have alluded above, was addressed by the conqueror on that memorable day to Major Munro, who had criticised certain dispositions preceding the battle. On the interest and value of this document it is unnecessary for us to comment.

"Camp at Cherikain, Nov. 1st, 1803.

"My dear Munro,—As you are a judge of a military operation, and as I am desirous of having your opinion on my side, I am about to give you an account of the battle of Assye, in answer to your letter of the 19th October; in which I think I shall solve all the doubts which must naturally occur to any man who looks at that transaction without a sufficient knowledge of the facts. Before you will receive this, you will most probably have seen my public letter to the Governor-General regarding the action, a copy of which was sent to Gen. Campbell. That letter will give you a general outline of the facts. Your principal objection to the action is, that I detached Col. Stevenson. The fact is, I did not detach Col. Stevenson. His was a separate corps equally strong, if not stronger than mine. We were desirous to engage the enemy at the same time, and settled a plan accordingly for an attack on the morning of the 24th. We separated on the 22d; he to march by the western, I by the eastern road, round the hills between Budnapore and Jalna; and I have to observe, that this separation was necessary,—first, because both corps could not pass through the same defiles in one day; secondly, because it was to be apprehended, that if we left open one of the roads through those hills, the enemy might have passed to the southward while we were going to the northward, and then the action would have been delayed, or probably avoided altogether. Col. Stevenson and I were never more than twelve miles distant from each other; and when I moved forward to the action of the 23d, we were not much more than eight miles. As usual, we depended for our intelligence of the enemy's position on the common hircarrahs of the country. Their horse were so numerous, that without an army their position could not be reconnoitred by an European officer; and even the hircarrahs in our own service, who were accustomed to examine and report on positions, cannot be employed here, as, being natives of the Carnatic, they are as well known as an European.

"The hircarrahs reported the enemy to be at Bokerdun. Their right was at Bokerdun, which was the principal place in their position, and gave the name to the district in which they were encamped; but their left, in which was their infantry, which I was to attack, was at Assye, which was six or eight miles from Bokerdun.

"I directed my march so as to be within twelve or fourteen miles of their army at Bokerdun, as I thought, on the 23d. But when I arrived at the ground of encampment, I found that I was not more than five or six miles from it. I was then informed that the cavalry had marched, and the infantry was about to follow, but was still on the ground; at all events, it was necessary to ascertain these points; and I could not venture to reconnoitre without my whole force. But I believed the report to be true, and I determined to attack the infantry if it remained still upon the ground. I apprized Col. Stevenson of this determination, and desired him to move forward. Upon marching on I found not only their infantry, but their cavalry encamped in a most formidable position, which, by the by, it could have been impossible for me to attack, if, when the infantry changed their front, they had taken care to occupy the only passage there was across the Kaitna.

"When I found their whole army, and contemplated their position, of course I considered whether I should attack immediately, or should delay till the following morning. I determined upon the immediate attack, because I saw clearly that if I attempted to return to my camp at Naulniah, I should have been followed thither by the whole of the enemy's cavalry, and I might have suffered some loss: instead of attacking, I might have been attacked there in the morning; and, at all events, I should have found it very difficult to secure my baggage, as I did, in any place so near the enemy's camp, in which they should know it was; I therefore determined upon the attack immediately.

"It was certainly a most desperate one; but our guns were not silenced. Our bullocks, and the people who were employed to draw them, were shot, and they could not all be drawn on; but some were; and all continued to fire as long as the fire could be of any use. Desperate as the action was, our loss would not have exceeded one-half of its present amount, if it had not been for a mistake in the officer who led the picquets which were on the right of the first line.

"When the enemy changed their position, they threw their left to Assye, in which village they had some infantry; and it was surrounded by cannon. As soon as I saw that, I directed the officer commanding the picquets to keep out of shot from that village; instead of that, he led directly upon it; the 79th, which were on the right of the first line, followed the picquets, and the great loss we sustained was in these two bodies. Another evil which resulted from this mistake was the necessity of introducing the cavalry into the cannonade and the action, long before it was time, by which that corps lost many men, and its unity and efficiency, which I intended to bring forward in a close pursuit at the heel of the day. But it was necessary to bring forward the cavalry to save the remains of the 79th and the picquets, which would otherwise have been entirely destroyed. Another evil resulting from it was, that we had then no reserve left, and a parcel of straggling horse cut up our wounded; and straggling infantry who had pretended to be dead, turned their guns upon our backs.

"After all, notwithstanding this attack upon Assye by our right and the cavalry, no impression was made upon the corps collected there, till I made a movement upon it with some troops taken from our left, after the enemy's right had been defeated; and it would have been as well to have left it alone entirely till that movement was made. However, I do not wish to cast any reflection upon the officer who led the picquets. I lament the consequences of his mistake; but I must acknowledge that it was not possible for a man to lead a body into a hotter fire than he did the picquets on that day against Assye.

"After the action there was no pursuit, because our cavalry was not then in a state to pursue. It was near dark when the action was over; and we passed the night on the field of battle. Colonel Stevenson marched with part of his corps as soon as he heard that I was about to move forward, and he also moved upon Bokerdun. He did not receive my letter till evening. He got entangled in a nullah in the night, and arrived at Bokerdun, about eight miles from me to the westward, at eight in the morning of the 24th.

"The enemy passed the night of the 23d at about twelve miles from the field of battle, twelve from the Adjuntee Ghaut, and eight from Bokerdun. As soon as they heard that Colonel Stevenson was advancing to the latter place, they set off, and never stopped till they had got down the Ghaut, where they arrived in the course of the night of the 24th. After his difficulties of the night of the 23d, Colonel Stevenson was in no state to follow them, and did not do so till the 26th. The reason for which he was detained till that day was, that I might have the benefit of the assistance of his surgeons to dress my wounded soldiers, many of whom, after all, were not dressed for nearly a week, for want of the necessary number of medical men. I had also a long and difficult negotiation with the Nizam's sirdars, to induce them to admit my wounded into any of the Nizam's forts; and I could not allow them to depart until I had settled that point. Besides, I knew that the enemy had passed the Ghaut, and that to pursue them a day sooner or a day later could make no difference. Since the battle Stevenson has taken Barhampoor and Asseergur. I have defended the Nizam's territories. They first threatened them through the Caperbay Ghaut, and I moved to the southward, to the neighbourhood of Arungabad. I then saw clearly that they intended to attempt the siege of Asseergur, and I moved up to the northward, and descended the Adjuntee Ghaut, and stopped Scindiah. Stevenson took Asseergur on the 21st. I heard the intelligence on the 24th, and that the Rajah of Berar had come to the south with an army. I ascended the Ghaut on the 25th, and have marched a hundred and twenty miles since in eight days, by which I have saved all our convoys, and the Nizam's territories. I have been near the Rajah of Berar two days, in the course of which he has marched five times; and I suspect that he is now off to his own country, finding that he can do nothing in this. If that is the case, I shall soon begin an offensive operation there.

Believe me ever yours sincerely, ARTHUR WELLESLEY."

We have dwelt so long on the earlier and less familiar portion of Sir Thomas Munro's career, that we must hasten to its consistent, though premature, consummation. In April 1808, he at length revisited England, with the rank of Lieutenant-Colonel, after twenty-eight years' uninterrupted service in India; and after a residence of six years in the British Islands, where he was received and courted with flattering distinction, and finally married a lady who has done honour to his choice, Col. Munro returned to Madras in 1814, as the head of a Commission of Inquiry into the Judicial Administration of our Eastern dominions; a charge which he fulfilled with his customary judgment and intelligence.

In the war with the Pindarries and Mahrattas, in 1817 and the following year

Colonel Munro, with the rank of Brigadier, was at length gratified with an active command. For the admirable manner in which he conducted his portion of the operations, we must refer our readers to his life; the details cannot be read without benefit. In the field as in the cutcherry, he was alike shrewd, energetic, and successful.

Having resigned his military command at the conclusion of the war, Sir Thomas Munro, accompanied by his family, again visited England in 1819; but his talents for government were too necessary to the state to allow him repose; and amidst the most honourable testimonials of esteem, he returned to Madras, as successor to Mr. Elliott in the Government of that Presidency. He had now the rank of Major-General, with the insignia of K.C.B.; and in 1826, as an additional mark of favour, was created a Baronet. The Burmese war occurring most inopportunely for his views of finally and immediately quitting India, he sacrificed his personal wishes and convenience to the public service, in retaining his office till the conclusion of the treaty. Having at length, in 1827, made every arrangement for returning to enjoy his well-earned honours in his native island, he proceeded to pay a farewell visit to his old friends, the People of the Ceded Districts, for whom he had continued to feel a strong interest,—and being attacked on the 5th July with cholera, then prevalent in the country, he expired amongst them on the following day, near Gooty, where he lies interred. Never, it would appear, was functionary more deeply and universally lamented.

While the military movements of Sir Thomas Munro, with very inadequate means as in 1817, were most skilfully directed, no one more sedulously studied or more thoroughly understood the habits and character of the Natives, or has succeeded so well in managing and attaching them. He addressed the people through their own dialects with which he had made himself familiar,—an example which demands a more general imitation in every quarter connected with Colonial Government. Profoundly versed in the political and social relations of India, his active thought appears to have equally embraced every topic of its literature and topography, while his knowledge of human nature was equally extensive and minute. His views of society are traced with a singleness and power which convince; and if there appear an occasional shade of stoicism or singularity in his philosophy, it is dispelled on the instant by the charms of a cultivated wit, and the redeeming influences of domestic affection and comprehensive benevolence. To the attractions of Nature he was as confessedly alive as her most sentimental votaries, and his local predilections were distinguished by their warmth and permanence. His professional and public zeal are proved to have been unbounded, and to have suffered no diminution under circumstances of personal disappointment or disgust.

In trenching, as we have been thus tempted to do, on the domain of the biographer, we would guard our readers against the supposition that our language conveys an adequate impression of the masterly and elegant sketches of Mr. Gleig, nor of the sound selection and happy arrangement of his materials. Fortunately so much remains of Sir Thomas Munro's correspondence and papers, as to form an almost unbroken chain of narrative during half a century, comprising the most important period of our oriental empire; and the series is so judiciously connected, the links are so fine, and the whole is so skilfully woven, without unnecessary digression or dissertation, into its natural order, that even when guided by the biographer, we still keep sight of his gifted original.

We have been advisedly particular in giving an outline of Sir Thomas Munro's career for the general information of our readers;—but of the multifarious, interesting, and always valuable details comprehended in these sterling volumes, we do not pretend to have furnished more than a hasty glimpse. It will become, we predict, a standard work, inseparable from Indian history, civil, military, and topographical; and will be duly prized by the general reader, if we err not in thinking it does honour to our literature, as well as by all who feel interest in those regions on which it throws the light of a superior intelligence and an acknowledged authority.

FOREIGN MISCELLANY.

FRANCE.

"It has been asserted, and it is generally believed," says M. de Chambray,* "that troops fight more bravely in the midst of their own country, in defence of their own homes, of their friends and relations, and all that is most dear to them, than they do in the territory of an enemy: but it is a great deception, at least in all that regards the attack of fortified places, as well as combats and battles. It may happen otherwise with troops who have to defend places, because their individual valour plays the principal part: for this reason it is that inhabitants, or new or ill-organized levies, who can make no stand in the field, often defend a place more bravely than excellent troops; a very remarkable instance of which occurred during the Peninsular war in 1809.

"The army of Arragon, commanded by Castanos, and composed of new levies, was beaten in the plains of Tudela by a French corps, which was inferior to it in number, and to which it scarcely opposed any resistance. But the Spanish corps was only a simple reunion of men scarcely organized, and the French a body of battalions and squadrons long experienced in war. This same army of Arragon, having taken refuge in Saragossa, effaced, by an heroic defence of that fortress, the disgrace with which they had covered themselves but a short time before." (p. 19.)—We are ready to admit the general principle here laid down, but with regard to its illustration in the siege of Zaragoza, beg to refer M. de Chambray to the excellent observations of Col. Napier on that remarkable defence, on perusing which, he will, we think, coincide with the enlightened author in his well-grounded assertion, that "It was not patriotism, nor was it courage, nor skill, nor fortitude, nor a system of terror, but all these combined under peculiar circumstances, that upheld the defence of Zaragoza."†

"Places," continues M. de Chambray, "are taken by methodical operations traced by art; good dispositions executed with vigour, and the good conduct of battalions, squadrons, and batteries, gain the victory in combats and battles.

"This good conduct depends, in a great measure, on the confidence which troops have in their general, and the confidence of the different arms, and that of the different corps of which each arm is composed, among themselves. The presence of the enemy in the territory, with the defence of which the troops are entrusted, must diminish or destroy this confidence, and nothing can restore it; it augments, on the contrary, among troops who penetrate into the enemy's territory; desertion to the interior becomes impossible: the soldier far from his home, in the middle of a hostile country, surrounded with people of whose language he is ignorant, and who are sometimes in insurrection, closes to his colours, and the army becomes better. Thus, generally speaking, armies fight less bravely in their own territory that in that of the enemy." (p. 20.)

M. de Chambray then cites the defeats of the Roman armies almost under the walls of Rome, and the overthrow of the Vandals by Belisarius, in the heart of their African possessions.

The same subject is followed up in the second chapter, where also the ancient mode of warfare, order of battle, &c. are discussed and contrasted with those of a later period.

"The best infantry," observes the author, "is that which has the best officers and non-commissioned officers *(cadres)*, and the best mould *(noyau)* of old soldiers; and as the former cannot exist without the latter, it follows that in general that infantry which has the best *cadres* is the best. The question is therefore reduced to the examination of what constitutes the excellence of the *cadres*.

"The best *cadres* are those who have received military instruction, who possess *esprit de corps*, are disciplined, experienced, and composed of brave soldiers; with such *cadres*, battalions will do their duty, no matter under what circumstances they may be placed.

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* "Philosophie de la Guerre, par le M. de Chambray," (continued from our last.)

† Napier's History of the War in the Peninsula, Vol. ii. p. 48.

"The passions and feelings of which I have before spoken, will undoubtedly exercise some influence upon the battalions, and augment the ardour with which they are animated; but these causes are only accessary, and exercise but a temporary and variable influence. Soldiers being moreover bound to observe a blind obedience towards their superiors, in every thing connected with the service, find themselves in a state of dependance, which renders them less susceptible of the effect of passions. That cause which exercises the most influence upon troops is, undeniably, the opinion which they have of the talents of the general who commands them." (pp. 40. 41.)

The third chapter contains some reflections upon the organization of armies, among which is the following clear view of the different modes of advancement, and their consequences.

"There are four distinct modes of advancement, by seniority, by choice, by purchase, and by election.

"The first mode, which presents an appearance of justice in certain respects, produces the most disastrous results: seniority is blind; it extinguishes the fire of emulation, and only supplies us with officers who have grown old in the inferior grades: the head of the army, chilled by age, cannot well, in time of war, fulfil the important functions which are confided to him; the best troops then find themselves paralysed, and the army becomes a body without a soul. Prussia experienced this cruel consequence in 1806." (p. 65.)

The inequality of the moral and physical powers of the unfortunate Duke of Brunswick, who was seventy-two years of age when, in 1806, he undertook the chief command over the Prussian army, no doubt led to that train of military errors which terminated in the fatal battles of Auerstadt and Jena, and finally, laid Prussia prostrate at the feet of Napoleon: it is, however, probable, that the military talent which this Prince had shown during the Seven Year's War, when his name was often associated with that of the great Frederick, and not the circumstance of his *seniority*, led to the confidence which was reposed in him by the King of Prussia, who might have called to mind that Ziethen was sixty-one when he decided the battle of Torgau, and that Suwarroff was seventy when he made a retreat, of which Moreau is reported to have said, "je donnerois toutes mes campagnes pour celle de la Suisse du General Souwarroff." Such instances of "green old age" are, however, of rare occurrence, and ought not to be looked for in the military roster.

"Unconditional advancement by choice," continues M. de Chambray, places promotion in the hands of favour and intrigue, but this mode has never been practised in any standing army. Choice is only exercised on certain conditions; that is to say, no officers can be selected for promotion who are not in a situation determined by the laws or ordinances, or sometimes by custom, and nevertheless favour and intrigue always preserve a great influence.

"Unconditional advancement by purchase would be attended with the last degree of immorality, and would not only destroy emulation, but the noble feelings that ought to be preserved with so much care in the heart of the soldier: therefore, we have no example of advancement by purchase unqualified by determined rules and ordinances, or unaccompanied by one of the two preceding modes, or by both of them.

"Advancement by election can only be employed regimentally. In this mode there is no fear of persons notoriously incapable or ill-conducted being promoted; the election will depend much on the composition of the corps of officers; that of a corps composed of uneducated men taking a different direction from that of a corps of officers well educated and instructed. Under any circumstances, this mode of advancement is prejudicial to discipline, and may become fatal in times of disturbance, as an instrument in the hands of the factious. Besides these four modes of advancement, there are many others which result from the combination." (p. 87.)

M. de Chambray does not take upon himself to determine which of these different modes of advancement, or what combination of them is most conducive

to the interests of a state, which he allows must be considered in a political as well as military point of view: he, however, justly observes, that "the mode of advancement by purchase is peculiarly a political measure; that in endeavouring to avoid the evils resulting from promotion by seniority, we fall into those which follow promotion by choice; and that pecuniary or political reasons are always opposed to the adoption of a mode of advancement, which in all its bearings would be, in a military point of view, the best." (*ib.*)

The system of promotion now followed in the British army, is a combination of the three first modes pointed out by M. de Chambray, and is, perhaps, as generally beneficial to the interests of the kingdom as any other that could be devised. By it the support of our aristocracy is insured, the excitement of promotion is kept up, the claims of hard services are liberally acknowledged;—peace does not encumber us with superannuated veterans, nor war surprise us by an unanswerable demand upon energy and exertion. Like all human institutions, our system admits of, and will no doubt progressively receive, improvement; but we should consider ourselves guilty of an ungrateful indifference to the patriotic exertions of that illustrious Prince by whom it was founded, were we to forego the opportunity which M. de Chambray's observations afford us, of acknowledging its general excellence.

FRENCH ARMY FOR 1830.

The following is the return made by the Minister at War to the King in Council, of the number of officers, including the last annual general promotion, according to the military ordinance of the 25th Nov.

Marshals of France	12
Officers of the General Staff	2,608
——— of the King's Household	1,449
——— Gendarmerie Royale	670
——— Cavalry Garde Royale (French)	565
——— Infantry ditto ditto (ditto)	590
——— Swiss Guards	196
——— Regular Cavalry	2,540
——— Infantry of the Line (French)	7,187
——— (Swiss)	425
——— Royal Artillery	1,180
——— Engineers	268
——— Waggon Train	54
——— Garrison Companies	254
——— Medical Staff	320
——— Veterinary Surgeons	140
——— Commissariat	120
Total	18,718

CAVALRY OF THE GARDE ROYALE.

4	Regiments of	Cuirassiers,
6	ditto	Hussars,
4	ditto	Lancers,
6	ditto	Chasseurs,
6	ditto	Dragoons,
1	ditto	Horse Artillery.

REGULAR CAVALRY.

6	Regiments of	Cuirassiers,
15	ditto	Hussars,
6	ditto	Lancers,
12	ditto	Chasseurs,
20	ditto	Dragoons,
5	ditto	Artillery.

And there are 180 Regiments of Infantry, making a total number of 250,000 effective men, which is constantly kept up by the conscription.

AMERICA.

In the short prospectus to the "Foreign Miscellany" offered in our last number, we omitted (most uncourteously we must allow) to suggest the probability of the American continent affording us any subject-matter for our *mélanges:* that our readers in those latitudes will attribute this omission to intentional neglect, we trust our constant endeavours to be impartial will prevent the possibility, and will accept, in atonement, the following extract.

Report upon the Military Academy of West-Point, made to the Secretary of the United States, by the examining Commissioners:

Nothing can surpass the knowledge of the cadets in every thing that concerns arithmetical calculation. The most complicated problems in geometry were drawn with the greatest neatness, dexterity, and precision; and all the questions, although difficult and complicated, were resolved with a promptitude and exactness which astonished several members of the Commission, who are good judges in such matters.

In civil and military engineering, the knowledge of the cadets was not less satisfactory.

However, with respect to fortification, the Commissioners are obliged to confess, that models in relief are wanting; and it solicits an allowance of funds, in order that the academy may be able to procure them.

The pupils have made a remarkable progress in natural philosophy, in which is included mechanics, optics, electricity, magnetism, and astronomy; but it is observable that acoustics, the application of which facilitates the transmission of the words of command during manœuvres, have been forgotten; the inspectors request that the funds placed at the disposition of the academy may be augmented, for the purpose of enabling it to procure the apparatus necessary for these experiments.

In learning French, the cadets aim less at purity of accent, than at reading and translating correctly the works written in that language. The Commissioners consider that this object has been obtained.

The Government not having established any professorship of chemistry, the pupils only receive notions of this important science professed by a Lieutenant. The Commissioners, appreciating the advantage of this science to the art of war in particular, would gladly see a professorship of chemistry, mineralogy, and geology established by the Congress, and the professor placed on the same footing as the other professors.

The pupils have made great progress in drawing; they are very expert at infantry manœuvres, but their knowledge of artillery leaves much to be desired, which proceeds from the short time devoted to this branch. The Commissioners are, therefore, of opinion, that the time which its importance demands ought to be granted, in order that the cadets may be occupied with the execution of siege-pieces, and the study of pyrotechny.

The police and discipline are excellent; but the Commissioners claim, in favour of the officers who support it, an increase of pay as a just indemnification for their trouble, and for a duty in itself ungrateful and disagreeable; and which, according to the inspectors, cannot be too liberally remunerated.

The regimen of the academy with respect to the food of the cadets, their clothing, necessaries, &c. have not escaped the attention of the inspectors; they have entered into the detail of all these objects, and have found them, in every respect, well regulated. They conclude by petitioning for the construction of a chapel and an infirmary, neither of which the establishment possesses.—*Bulletin des Sciences Militaires, No.* 10.

AMERICAN NAVY.

According to the list drawn out under the direction of the Secretary of the Navy, for the year 1829, there were at that time thirty-five captains, thirty-three

of whom were natives of America, one a native of England, and one of Ireland; thirty-five masters commanding, two hundred and fifty-seven lieutenants, forty-three surgeons, fifty-four surgeons' mates, forty-one paymasters, nine chaplains, twenty-three midshipmen who had served their time, four hundred and thirty-five ordinary midshipmen, and thirty sailing masters.

The corps of marines is composed of one lieutenant-colonel commanding, nine captains, twenty-four first lieutenants, and fifteen second lieutenants.

There are afloat seven vessels of the line of seventy-four guns each; one of them, the Delaware, is on the Mediterranean station, the others are in the navy docks, viz. the Independent and the Columbus, at Boston, the Franklin, the Washington, and the Ohio at New York, and the North Carolina, at Gosport.

There are seven frigates of the first class, that is to say of forty-four guns; two, the Guerriére and the Brandywine, on the Pacific Ocean, the Java, in the Mediterranean, and the Hudson, on the coast of Brazil; the three others are in dock, viz. the United States, and the Constitution, at New York, and the Potomac, at Washington: the thirty-gun frigates of the second class are four in number, the Congress, at Washington, the Constellation and the Macedonian, at Norfolk, and the Fulton, (a steam-vessel,) at New York.

Of sixteen sloops of war, there are two of twenty-four guns, and the rest are of eighteen guns, the greater part are abroad, either in the East Indies, the Mediterranean, or on the coast of Brazil. Four schooners are armed with twelve, and three with three guns. Altogether the navy of the United States amounts to thirty-eight vessels, twenty-one of which are at sea, and the rest perform the ordinary duty. Besides these, five men-of-war and six frigates are upon the stocks.—*Bulletin des Sciences Militaires, No.* 10.

PRUSSIA.

His Majesty the Emperor of Russia has been pleased to address the following rescript to Lieut.-Gen. Baron Von Muffling, dated Sept. 22d, 1829.

"Your judicious counsels and persevering endeavourings have at length succeeded in convincing the Divan of the danger of its situation, as well as of our sincere wish to preserve the Ottoman Empire from the fatal consequences to which the farther progress of the victorious Russian arms might lead. Duly appreciating your counsels, the Divan resolved to enter into negotiations for the restoration of peace. The exertions which you have made to bring about so desirable a result, have given you indisputable claims to our gratitude, and in order that you may possess a splendid proof our feeling towards you, we have appointed you Grand Cross of the Order of St. Wladimir of the first class, the insignia of which we herewith send you, to be worn according to the statutes.

"Your well affected,

Preussische Staats Zeitung, Dec. 31. (Signed) "NICHOLAS."

AUSTRIA.

His Majesty the Emperor was present at a review of the troops near Lintz on the 17th of September, when experiments were made upon a new kind of tower, made of earth, which is intended to be employed in retrenching a fortified camp. This tower, the invention of his Imperial Highness the Archduke Maximilian, resisted, if the reports are to be believed, the most destructive fire of several batteries of heavy artillery, which made but a slight impression upon it.—*Spectateur Militaire, December*, 1829.

RUSSIA.

The Emperor attended a grand review held at Krasnoje-Sels, on the 23d July; the troops consisted of fifteen battalions of infantry, eight regiments of cavalry, and several batteries of artillery.

After the manœuvres had terminated, the colours, horse tails, and other trophies taken at Silistria, were carried in triumph before the troops, who saluted them with three cheers.

A manifesto of the 22d August, modified by a *Ukase* of the 4th October, decrees, in substance, as follows.

1st. A levy of two recruits for every five hundred souls shall be effected throughout the whole Russian Empire, with the exception of the provinces of Grusia and Bessurabia; this levy will replace the losses sustained in the war with the Turks.

2d. The levy will commence on the 13th November, and will terminate on the last day of December, 1829.

3d. Recruits of levies anterior to the 95th, (the present levy,) who may have obtained a temporary exemption, will be required to join at the same time (end of December).

4th. On this occasion, the limited height of recruits will be reduced to two archénes, three werskock (four feet, nine inches; seven livres, French measure).

5th. The recruits to be at least eighteen, and at most thirty-five years of age.

6th. The proprietors, local authorities, and corporations, who are obliged to furnish recruits, will, on the arrival of the men at the chief town of the province, be required to pay the sum of forty-three roubles, a sum equal to the amount of the first disbursement.

7th. The subsistence hitherto furnished in kind by the same authorities, during the march of the recruits to the chief town of the province, will be paid to the Government in money.

8th. Jews will have the power, as heretofore, of procuring substitutes, if they do not prefer serving in person.

9th. The minister of marine will previously deduct the contingent necessary to complete his service; the remainder of the levy will be directed to the military depôts.—*Spectateur Militaire, December*, 1829.

WIRTEMBERG.

The Court Gazette of Stutgard contains a royal ordinance, dated January the 1st, of which the following is the preamble.

"Animated by a desire to honour and preserve the memory of his late Majesty our father, and of his great services to our royal house and to the state, we have resolved to found a new order of Knighthood, and to call it the 'Royal Wirtemberg Order of Frederick.' We have thought fit to combine the foundation of this order with the commemoration ordered by our late father of the acceptance of the royal dignity by our house, which occurs this day, and accordingly decree the following regulations for the new order.

(Here follow the particulars in nine articles.)

The order has only one class, that of the knights: the insignia are a gold enamelled cross, radiating into eight points. In the centre is the effigy of the late King Frederick of Wirtemberg, with his name, and on the reverse the words "For Merit," with the motto of the deceased monarch, "God and my right."—*Allgemeine Zeitung, Jan.* 4.

EGYPT.

* * * * * *

The sending young men to France, in order that they may be instructed in the sciences, in administration, and in the useful arts, has not been discontinued since 1826, when forty-six young men, destined for a scientific career, were sent to Paris.

Six Egyptians have been sent to Toulon to learn the art of building ships of war. The young brother of Noureddin Bey, a Major-General in the service of the Pacha, and four new pupils, who are to apply themselves to the study of mechanics, and various manufactures, are come to Paris. Recently, thirty-four scholars from the ages of eight to fifteen, have arrived at Marseilles; they are destined for the study of hydraulics, naval architecture, and the acquirement of fifteen other mechanical arts; thirty other pupils are to follow them. In fine, one hundred and fifteen other individuals, for similar purposes, are to arrive in France, independently of those young Egyptians who are to prosecute their studies in England and Austria, &c.—*Letter from Gen. Jomard to the Editor of the Moniteur.*

THE ROYAL NAVAL COLLEGE AT PORTSMOUTH.

THE usual half-yearly examination of the students at this National Establishment, took place in December, previous to the Christmas vacation, at which all the officers of the establishment attended. The mode of conducting the examination, is either by direct question, *viva voce*, or by a printed paper, containing those to which answers are to be written, the questions on each subject being given without the student's previous knowledge of them. The following is a brief sketch of the proceedings on the recent occasion.

The junior class was examined in, and gave clear and satisfactory demonstrations from, Euclid's Geometry.

To the next class, were given various questions in Algebra, as far as equations, in right-angled plane and spherical Trigonometry, and the application of the former to the measurement of inaccessible heights and distances.

A junior class in Astronomy, proved amongst other problems, that "the Equator intersects the Horizon in the East and West Points;" and that "the Altitude of the Pole above the Horizon is always equal to the latitude of the place."

To the senior classes in navigation were given practical questions as to the mode of observing with the sextant, and the construction and use of an azimuth compass,—answered *viva voce*.

Also the manner of working a day's work, the latitude by meridian altitudes, both above and below the elevated pole, and by double altitudes of the sun: the method of rating a chronometer, and of obtaining the longitude from it, as well as by means of the lunar distance: also the method of finding the time of high water at any place, and the several means of ascertaining the variation of the compass. Examples of each of these problems were individually solved.

The same class was examined in the construction and use of the Theodolite, with its adjustments and application in the measurement of horizontal and vertical angles. The manner of surveying a harbour, and also a line of coast which is inaccessible to a ship sailing along it. The description and use of a portable transit Telescope, with its various adjustments, and the readiest method of placing it in the plane of the meridian.

A class in Fortification were required to delineate a Counterguard, and a vertical plan of a Rampart, Parapet, Covertway, and Glacis, stating the exact proportionate dimensions of each. Also a Hornwork, and a Crownwork, and to give the proportions of each.

The above formed the principal course of examination on mathematical subjects. Questions in the history of our country succeeded. Great attention is paid at the College to this branch of education, the examination in which comprises the whole period from the introduction of the Saxons into the island to the present time, and usually occupies an entire day: the replies to the various questions—embracing the principal events of an entire reign—the causes which have led to the most important changes in the government of the country—complete descriptions of the most distinguished engagements by sea and land, &c., were given in writing, and the correct information manifested

by the Pupils on these subjects, called forth the warm encomiums of the officers present.

The progress of the senior students in the French language was most satisfactory; and some very capital specimens of their progress in drawing, under the able direction of Mr. J. C. Schetky, were submitted to the inspection of the masters and visitors who attended.

The examinations occupied a week, and at their termination the two prize medals were adjudged. The students being collected for this purpose, Professor Inman, in presence of the first Lord of the Admiralty, the Port Admiral, the Commissioner of the Dock-yard, and other officers, bestowed flattering expressions of encomium on the progress which Mr. David Melville Ross had made in his general studies, and awarded to him the principal gold medal. He also complimented Sir Frederick William Erskine Nicolson, Bart. for the able manner in which he had passed his examinations, and awarded to him the second medal. The Professor then expressed his approbation of the progress made by several of the other students, after which the vacation commenced.

NOTES ON MILITARY PENSIONS.

NEW SCALE OF PENSIONS FOR LENGTH OF SERVICE IN THE FRENCH ARMY

CHARLES, by the Grace of God, King of France and Navarre.

Having examined the Ordonnance of the 27th August, 1814, and particularly the tables which contain the scale of pensions awarded to officers and soldiers of the army.

Having deliberated also upon the 25th Article of the law in regard to the finances, bearing date 25th March, 1817.

Wishing to improve the scale of military pensions in as far as it admits of amelioration.

Upon the report of Our Secretary-at-war,

We have ordered, and do order as follows:

I. The table of military pensions for length of service, contained in the Ordonnance of the 27th Aug. 1814, is abrogated, and the annexed scale is substituted for it.

II. All military pensions awarded from this date, are to be granted according to the new scale.

III. In the suppositious years which are allowed to be reckoned on account of campaigns above the period of actual service, a fraction of a year may be reckoned a whole year, and the same rule holds good in fractions of several years.

IV. Where the former regulations have not been abrogated by this ordonnance, they are to continue in force.

V. Our Secretary of State for the War Department and the Minister of Finance, are directed to be guided by this Ordonnance, in as far as they are concerned. This Ordonnance is to be published in the Bulletin of Laws.

Given at Our Palace of Saint Cloud, the 10th day of October, 1829, and the Sixth of Our reign.

CHARLES, the King.

COMTE DE BOURMONT, Secretary at War.

PENSIONS FOR LENGTH OF SERVICE.

RANK.	Minimum after thirty years service.	Increase for each year's service, after thirty years, or for the supposititious years allowed to be reckoned for campaigns.	Maximum after fifty years service, campaigns included.
	Francs.	Francs.	Francs.
Lieutenant-General	4000	100	6000
Maréchal-de-Camp	3000	50	4000
Colonel	2400	30	3000
Lieutenant-Colonel	1800	30	2400
Chef de Bataillon d'Escadron Major	1500	25	2000
Captain	1200	20	1600
Lieutenant	800	20	1200
Second Lieutenant	600	20	1000
Adjutant-Sous-Officier	400	10	600
Sergent-Major, Maréchal-des-logis-chef	300	10	500
Sergent, Maréchal-des-logis	250	7.50	400
Corporal, Brigadier	220	6	340
Private	200	5	300
Garde d'Artillerie, 1st and 2d Classes Garde du Genie, 1st Class, Chef d'ouvrier d'Etat-Master Artificer in the Arsenals	800	20	1200
Garde du Genie, 2d Class, Garde d'Artillerie, 3d Class, Conductor of Artillery souschef-ouvrier d'Etat in the Arsenals	600	20	1000
Garde du Genie, 3d Class	400	10	600
Ouvrier d'Etat	250	7.50	400
Master-Workman in the Royal Manufactures of Arms and Founderies	250	7.50	400
Ouvrier of the same	200	5	300
Intendant Militaire	3000	50	4000
Sous-intendant Militaire	2400	30	3000
Adjoint aux sous-intendans Militaires	1500	25	2000
Officier de Santé en chef d'Armée, et Officier de Santé Inspecteur	2400	60	3600
Officier de Santé ou d'administration des hopitaux — Principal	1800	30	2400
Officier de Santé ou d'administration des hopitaux — Major	1200	30	1800
Officier de Santé ou d'administration des hopitaux — Aide-Major	800	20	1200
Officier de Santé ou d'administration des hopitaux — Sous-Aide-Major	400	10	600
Veterinary Surgeon, 1st Class	400	10	600
Ditto, 2d Class	300	10	500
Inspecteur en chef aux revues	4000	100	6000
Inspecteur aux revues	3000	50	4000
Sous-inspecteur aux revues	2400	30	3000
Adjoint aux sous-inspecteur aux revues	1200	30	1800
Commissaire ordonnateur	2400	60	3600
Commissaire des guerres	1200	30	1800
Adjoint aux Commissaires des guerres	800	20	1200

*** The pensions to widows, or annual gratuities to orphans, are one-fourth of the maximum of those allowed for length of service, according to the respective ranks of the deceased officer.

Approved. CHARLES, the King.
Secretary-at-War, COMTE DE BOURMONT.

GENERAL CORRESPONDENCE.

TO THE EDITOR OF THE UNITED SERVICE JOURNAL.

Colonel Napier in reply to General Brennier.

Mr. Editor,—Gen. Brennier's observations upon the battles of Roriça and Vimiero, demand some explanation on my part.

With respect to the first action, the General affirms, that he, with only two French companies, broke the 29th. I said *a whole battalion* attacked that corps, because my inquiries led to that conclusion; but I cannot pretend on hearsay to contradict one who was an eye-witness, and it is for the officers of the 29th regiment to confirm or deny the General's statement. Appearances are deceitful, especially as to numbers in a sudden attack. Yet Colonel Way, who was one of the prisoners, could from that circumstance, if he yet lives,* give satisfactory evidence. Here I cannot forbear relating an anecdote of that brave man. I have heard, that whilst in the midst of his captors, he never ceased, regardless of his own life, to wave his hat, and as long as his voice could be heard, called on those of his regiment who remained fighting, to persevere and charge the enemy.

With respect to the grounds upon which I give 5000 men to Laborde, I can add nothing to my text. Gen. Brennier must be the best judge of the fact; but if there were only 1900 French, I adhere to my opinion, that it was a rash act to defend the heights of Azambugeira, a rasher act to remain so long on the plain of Roriça in advance of those heights, and that Laborde's generalship resolves itself into a *fortunate folly*. This, however, is merely opinion against opinion.

Gen. Brennier might well feel hurt if I had attributed to him the expression quoted in your extract relative to Vimiero, namely, "Has the reserve of Gen. Kellerman *come up?*" which implies ignorance of the disposition and state of the French army previous to the action. But the General has probably seen some inaccurate extract from my work, as both the original text and the translation of it by the Count Mathew Dumas are clear—"If the reserve had yet *charged?*" "Si le reserve avait deja *donné?*" Now this was neither an unsoldierlike nor a foolish question from a man just taken in an unsuccessful charge. He had been long retarded by the ravine, and he naturally wished to know if his own attack had been combined with the charge of the reserve, in short, if all hope of final success was extinguished.

The General says, that he first saw Sir Arthur Wellesley at Maceira. It is probable, that as there were two Commanders-in-chief, Gen. Brennier may have mistaken Sir Harry Burrard for Sir Arthur; and again, it is possible that Sir Arthur Wellesley mistook some other French officer for Brennier; either supposition would reconcile conflicting authorities; for it was the Duke of Wellington himself who related to me the conversation in question.

I am, Sir, your obedient servant,

W. Napier, Lieut.-Col.

Military Science.

Mr. Editor,—In a remark inserted in last month's number of the United Service Journal, you are so good as to express a wish of again hearing from me. If by this invitation you only mean to call for a rejoinder to the observations made on my former letter, all I can say is, that I am perfectly conscious of the error I fell into, in supposing the first brigade of Gen. Stuart's division to have been commanded at Albuera by Gen. Houghton. I alluded, as was evident, to the brigade overthrown by the French cavalry; and if the inference drawn from that event is in other respects just, the name of the commander can signify but little: if, on the other hand, you think that any farther contributions of mine

* The present Colonel Sir G. H. B. Way, Kt. and C.B.—Ed.

can be of use, in forwarding the very laudable undertaking in which you are engaged, I can assure you that, as you have always had my best wishes, so you may at any time command whatever aid it may be in my power to render.

In endeavouring to extend the knowledge of the science of war, a wide field is open to your exertions: for though the history of mankind is little more than the history of their wars and dissensions, the science of war itself is still enveloped in darkness and perplexity: and though requiring, from the total absence of all positive rules, more thought and reflection than any other, it is yet the very one on which the least thought is bestowed; and by a strange combination of absurdities, the science that has in all ages decided the fate of nations, (let declaimers say what they will,) is by a great majority of mankind looked upon as independent of all thought and study, and as requiring only a fair proportion of constitutional strength and courage,—an error by far too frequently taken up and acted upon by those who enter on the military profession.

In the naval service, the youngest midshipman cannot work his first day's reckoning, or make out the simplest problem in navigation, without a degree of scientific knowledge, that in difficulty of attainment immeasurably exceeds all that is contained in the books of cavalry and infantry regulations; and the study necessary to its acquirement engenders, as a matter of course, a habit of thought that naturally expands with the knowledge acquired, and extends by degrees, according to the talents of the individual, to all the branches of the profession. But the fatal facility of the elementary branches of the military profession, has, unfortunately, a very different tendency. Because there is little that can be distinctly taught, it is too hastily concluded that there is little to be learned; whereas, the very reverse is the case; for the absence of all guiding rules, (impossible in war, where no two instances ever were, or probably ever will be alike,) can alone be supplied by study and reflection, and by attaining a knowledge of every thing that bears on the science of war,—and what, I might almost ask, does not bear upon it.

I am not addressing these reflections to officers of rank, from whom thought and knowledge seem to be alone required, for few have attained to any rank without having been forced to think to the full extent of their powers, and having but too often had cause to regret that the habit had been so long delayed;—I am alluding more particularly to the junior departments, to subalterns, captains, &c. who considering that they have only to execute the orders of their superiors, willingly throw upon them all the burthen of reflection, entirely forgetting what different consequences may result from the skilful and unskilful execution of orders. The captain who posts or withdraws a picket, can only receive general directions for his conduct; the manner of carrying them into effect must depend upon himself, and on that manner the lives of those entrusted to his charge must also depend. The youngest ensign who neglects to form up his subdivision in time, or who does not, or does not know how, to attend to the steady and correct firing of his men, may fall by his own inattention, or have the blood of others to answer for. This terrible responsibility, increasing with increasing rank, which the profession of arms entails upon all officers, can be met only by the conscientiousness of having exerted every power for the attainment of qualities necessary for the discharge of duties, on which not only the lives of hundreds and of thousands, but even the honour and reputation of the country may depend; and which have besides to be performed in the most trying situations, when instant death and horrible mutilation are threatening in every direction.

I beg to illustrate what I have here stated, by two very striking examples; and as I formerly pointed out to you how far a man, supposed to be at the very head of his profession, was still removed from having a just view of that most difficult profession, and to what consequences his error led, so I now beg to point out to you, the consequences that have resulted from the incapacity of those, whose subordinate rank and situation make them fancy themselves free

from the necessity of all professional study and application; and you will perceive that the folly of captains and subalterns, in its place just as pardonable as that of a marshal, may in the end, lead to consequences equally fatal.

When at the opening of the Marengo campaign, the main column of the French army, under Napoleon, crossed the Alps, they came very suddenly on a fort, called Fort Bard; and if they were surprised at this unlooked for obstacle, the commandant of the fortress, an Austrian captain, was no less so at their unexpected appearance; for, strange to say, neither party seemed to have had the most distant idea of the existence of the other. As the only road practicable for artillery lay close under the walls of the place, and as the infantry could not even proceed without making a long and fatiguing *détour*; fortune had here placed in the hands of a captain of infantry, the means of arresting the career of Napoleon at its very outset; for subsequent events proved that a single day's delay would have frustrated the whole of the enterprise. But the Austrian officer, however brave he might have been when acting under the eyes of his superiors, was totally incapable of acting for himself: he not only allowed the French to drag their guns along under cover of the night, almost without molestation, but capitulated as soon as two pieces of artillery had been brought to bear upon the place, at a merely nominal range, and before a single stone of the works had been injured. The French proceeded on their march, intercepted Gen. Otto, who was marching to join Melas, by two or three hours, and ultimately gained the battle of Marengo: that, ill fought as it was on all hands, could not have been gained against a few additional battalions, still less against an additional army. "Il serait je pense superflu," says Frederick the Second; "de critiquer la conduite d' un homme qui rend une place sans qu' il y ait ni tranchée ouverte ni brèche."

Having, as in duty bound, given captains the preference, I now come to the subalterns.

When, after the catastrophe of Ulm, Vienna was taken by the French, in the winter of 1805, the remains of the Austrian army crossed to the left bank of the Danube, in order to join the Russians, who were advancing in the direction of Krems. The only bridge having been mined, was left in charge of a subaltern's picket, and the officer directed to fire the train, and to withdraw as soon as the enemy should approach. Nothing certainly could be easier, and yet the unhappy man on whom this simple duty devolved was unequal to its execution. He allowed himself to be cajoled and *danced* out of his post, (See Rapp's Memoir,) retired without firing the train, and gave up the bridge to the enemy. The consequence was, that they were enabled to cross the river, and to attack the Allied army at Austerlitz, before the latter were fully prepared to meet them: the result is well known. In 1809, the Danube arrested the French for six weeks; had it arrested them for only three days in 1805, it must have changed the fate of the campaign; for not only were numerous armies advancing on their flanks and in their rear in every direction, but the Prussian declaration of war actually arrived in their camp the day after the battle had been fought. But the minister who was the bearer, instead of nailing it, as a Roman would have done under similar circumstances, to the very eagles of the conquerors, stole away with it in his pocket the moment he knew the turn events had taken, and entailed on his unhappy country, by this base piece of diplomacy, deemed vastly clever at the time, all the evils that followed the disastrous battle of Jena.

To make any reflections on examples of this kind would be needless, they should lead to reflections: for it is but a poor evasion of the subject to say, that such instances are not again likely to recur: what has happened once may happen again; and all who may be placed in similar situations should be prepared for the emergency. But leaving these considerations out of the question, are not the duties that daily fall to the lot of officers sufficient to call for every exertion; is it not enough for generous minds to know that the happiness of their subordinates is intrusted to them in peace, as well as their safety in war? The ablest

and most eloquent of all military writers, states these duties in so clear a manner, that I cannot here refrain from quoting his words.* "To assist and console the soldier in sorrow and in suffering; to relieve his wants; to teach him, but with mildness, not merely the different points of tactics that he must know, but also what their object is; and above all, to acquire themselves (the officers) such a knowledge of human nature as to be capable of animating men, who in the present state of society take little interest in the cause of quarrel, to brave the dangers, and to bear up against the fatigues and privations of all military enterprizes. Such should be the conduct of officers both in peace and in war: such was the conduct of those centurions, who at the head of their manipuli, overthrew all the enemies that ever dared to face them," &c. &c. Courage is here passed over as almost a matter of course; and in addressing myself to British officers, who have that quality, I might do the same, were it not that too many of them look upon it as covering more sins than it really does; forgetting also, that there is a wide difference between the mere constitutional courage that brings even the private soldier to the charge at the beck of his superior, and the higher species of heroism that "smiles in danger stern and wild," before which obstacles, appalling to ordinary men, sink into insignificance, and the very appearance of which in the front of battle is, "worth a thousand men." Those who knew the British army during the war know that this nobler sort of spirit was not wanting in its ranks; whether it was always accompanied by the degree of professional knowledge, and habit of reflection, that could alone have raised it to its highest efficiency, is a question that I shall not at present agitate: the errors of the brave, if errors there have been, shall be overlooked in the lustre that their gallantry has shed over their country's fame and arms.

I am, Sir, your most obedient,

J. M.

Sam Sprit to the Heditur.

Honner'd Sir,—You 're a propper good 'un for hinsertin my lettur against the justasses as wishes to injer the King's sarvis, in your Jarnal,—and when I stood for the Block & Quadrant, I found Crossgrain, and the Quill-driver, and some chaps, was wating, like jews on a pay-day, to rattle a salute. So, when I hove in site, they gov three cheers and sings out—"Hurrah! Sam Sprit's an orther,—he 'll ship long togs yet."—"Well," says I, "what of that? if a fellors got bility, why shouldn't he show it? I 'll just fly 'em another lettur when I likes,—so take it out of that!" Howsomever, as I seed the broadside was only in a purser's grin, down we sits; then we begins to drink, and of course to sing. So they says, "Sam," says they, "tip us a stave;"—"I will bo'," says I; "here goes"—

"Our ship was on the coast of France,
And war was her imploy;
All vessels with tricullerd flag,
To take, burn, or distroy . . . . ."

"Oh! sink your ship," roars they; "give us summut about love." "Why," says I, "how can ship & love be seperated? don't we all stick to our barkies? & tho' sailors is willified, dont they all get shore-hits atwixt wind & water? Some chouder-harted codgers thinks we shudnt marry, acos we 're never stashunery, & our familys may becum expensiv to the country: paultry chaps! as if the sollace of sivilizashun is to be denied to your defenders, & the laws of Natur be defeeted, by cold considerashuns of shillins & pense. Wives for ever! But it may chance to many a smart-un to grapple a tartar what won't strike, tho' she keeps him in tow:—no joke I can tell you,—makes one heave & sett about

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* Berenhorst. I quote from recollection, but the words of such a writer are not easily forgotten.

the brest-bone, as much as a lited pipe would in a powder-room."—" Hollo, Sam!" bawls Crossgrain athawrt the table,—" have you battled the watch on that tack? instead of frisking like a shrimp in sea-weed, get to close quarters, & you 'll carry the point in the snapping of a flint."—" You mite have been a tolerable bisket-nibbling reefer," says I, " but what do you know more about making love nor I do?"—" Bravo, Sam!" cries the Quill-driver.—" You be d—d," says I, " no more bravo than you; an if you don't keep your tacks belayed, I 'll nock the first of June into your ugly mug." So, when they was silent, I sung them a ditty as I rote myself, 'bout being in love:—

" Some at the Block & Quadrant takes delite,
Some in the cock-pit loves to dive below;
Some in their cabbins, shunnin vulgar site,
Drane the full can, the smoky volum blow.

Lo! while my messmates take th' inspiring draft,
And Crossgrain stows away his deep libashun;
To cheer my moments, if a tot I quaft,
I need n't swig enuff to swamp a nashun.

For dear art thou to me, as grog to tars,
As oil to Russians, or to wimmen gab;
As boasting is to sodgers ruff with scars,
Or to the streeming deck—a thirsty swab.

Sweet in my ears thy voice, like bosun's wissle,
Unbounded as an Admiral's is thy powr;
But, ah! thy hart's as hard as doctur's pessel,
And cold thy brest, as any north-east showr."

Just at this tippography, in bounces Squire Hearty, with a little book in his flipper; & without wating to hear what we was a singin on, he breaks out with —" What the devil's the meening of all this?" says he,—" Here's the gloryous Brittish Navy tumbling to the dogs, acordin to your Mildmays, & Saints, & snivellin Midshipmen, & other detractinaturs. Here 's one wants to put down the unjudishus preddelikshun,"—I can hardly come that word—" for a sailor's life; another makes his hero accept a female's hand wot is just getting marryed to somebody else; & a third sketches out a proffligat mixter of cant & ribbaldry, & calls it a pictur of sea manners.—Sea manners, indeed! Nothing but disgustin filth,—& Frank himself is fool & rascal enuff to bring his actress & natre child to a bride! Out upon such grossness! Even these orthers find himitaters, for now comes this here scribbler & dubs his nonsense 'Life on board a man-of-war.' If such are the lothsum habbits there, Sam, I can never respect your brettheren, as I have done."

Well, there we was! taken slap aback, as the log-book has it, & not able to box off, cos the Squire was in a burning rage; till at last Crossgrain swore he would untwist the whole yarn, as it warn't a long un. " I 'm for you when the ship's paid off," says I,—" Let's hear what the chap jaws about: I likes life in a barkey, for sailors is no more immoral nor other peeple, & if they is a little thortless or so, don't they serve the country with manly dilligense & attenshun, blow high or blow low, & risk their limbs & lives every hour? Who dare say that black's the white of their eye? A man-of-war, insteed of being bellowed against by such wimpering lubbers, is what any Britton may be proud of, as a model to the whole world, of propper dissiplin & cumfurt. Giv me the True Blue, for I thinks it better to be hanged in a ship than dy a natrel death ashore, —so now, pay out."—" Pay out," cries Crossgrain,—" why it's as dark as a pump-well; lets lite up furst, & pass along some more grog and backy, we'll then shut the dore & stow snug, for the ventriloquist that 's stuck in the window, will carry off the smoke."

So, wile we was a wating for the glims, the Squire says, " Why, Sam," says he, " its menshun'd in the larst number of the Jarnal as you cuts such a shine in, that our King is goin to let the sodgers & sailors have a museehum to stow

their curositys in.'" "That 's no more than propper," says I, "such good uns carnt be too much together; & I only hopes every seaman going forren, will tye a knot on his lanniard, that he mayn't forget to bring summut for 'em." "But there 's things enuff at home already," replies Hearty, "if every body would fork-out; there 's one of the Seccaterrys of the Admirality is nown to have found a leaf of Noah's log-book, & a kedge-anchor, as belonged to the Ark, on the Table Mountain, years ago,—wont he hand 'em over?" "Not without the Trusteesis sound, and the Museehum is corporated with a Charter," drawls out the Quill-driver,—but as he twigged me bending my springs, he clapped his stopper on.

Here a cupple of dips being put on the table, Crossgrain reads the little book;—but Lord! the Squire needn't have put his back up, when every page tells plainly its a got-up story, & no reglar log. "Is it likely," says I, "as a seasick booby, with a face as long as a ropewalk, should be stashund at the cat-head look-out, the first nite he was afloat, & in a craft where he was a hutter stranger?" "No," ansurs Crossgrain; "an even if it was possable, he coudnt without divyne intewhition have hail'd the quarterdeck with, 'a large sail, broad on the weather bow;' nor have made out, thro the gloome, as how she was on the starboard tack. And then again, this Johnny Raw swears he went aloft in the gale to loose a topsail, and meantime two men were *washed* off the weather fore-yard-arm!" "Well, Sir, there 's no evidense to the contrary," says the lawyer's mate; "You be d—d," says I.

"It struck me," observes the Squire, "as the quotition about *beggarly boxes* smelt rather of a garret than a ship; & I was summut surprized at seein it stated as the mutiny at the Nore hapned in 1792, as well as the hassershun that the Portugees had 465 saint days in the year." "But," cries Crossgrain,—"them remarks isn't more ignarent than the yarn where the master-at-arms is ordred to git a pare of irons reddy; & the jabber atwixt the reefer & tartar of a captain, while the crew was a splitting there sides laffing at em, coudnt be rote by a man wot had ever trod the deck of a liner."—"Then again," says old Hearty,—"I was pauld with the story of a sailor's chucklin a nun under the chin, thro the gratin of a convent, & then shakin hands with her."—"Believe nun of that," says I; "nor a word of poor Bathurst and the swearing merchant-seaman; nor the walking the plank story; nor the drowning turk liting his water-prufe pipe; nor the squaring yards with officers; nor the actin captain cryin & axin pardon of the ship's cumpany."—"If that 's a fact," hads Crossgrain, "its passin strange, & if false, its stranger still."—"Then you think it a farrago of falshood from beginnin to end," says the Squire;—"Just so," says I.—"That 's libellous whether true or not," squeaks the Quill-driver. "Shut your meddlin potaty-trap," says I; "or I 'll muzzle you; for you are ony a shore-shark, and can't tell the main-bowline from the Captain's buckles."

Well then, honner'd heditur, the feller torks straynge stuff about Malta harbour, & the smitche boat-songs; & of a hadventur in Strada Teatro, which hinsults the undirstandin in every way. I noes Malta too well to hoist in such a unnatrel twister I thinks I now feels its skorchin, sweltrin climet; and its bells, and cries, and clatter of the devil's own noyses, is now a ringin in my ear. When you goes ashore, all the beggars clammer with perfessional impertoonity, singin out "nix mangiarry, nix mangiarry," on the steps that leads into the town, ansering I suppose, to our Hungerford-stares. Ay, many 's the trip I have took to the Cazalls, through Port Bomb, where the hired orses generally gets rid of their riders, and runs into town for others. And I have seen their horringe trees, and the little feelds cultivated like mustard & cress in a quadrant case. And I have walkt in the Brittanical gardens at Florian, where all the wimmen was in faldets, and the sodger-officers as bizzy as bees in a tar-bucket, a laying out their kedges. Then, honner'd Sir, I dined on suppersad, or bolony sasadge, & fouls biled with larks, & pigeons, & other pot companions. They says the powltry is fattened by sprinklin bran over mannoor, but as I 'm not over nice, I never henquired the trooth.

One thing seems queer at Malta,—all the peeple, whether marchants, or sodgers, or sinners, or gentilmen, or governors, all constantly gapes about for gally-packets: & they thinks all the world is hinterested about them & their corn-laws, & their levveys. Then, Sir, all the Englishmen sways away, and lives like double allowance; and all their wives has got a bocks at the Oproar, & a pue at the Church, & a turkey carpet, & a shandilleer, & a caleece,—& they danses, and pik-nicks, and maskerades it like mad uns. Wheniver I went to our oner's house, his sarvents was always a clearing away for a shevo; & he was a jolly goer, whot was hail-fellow with every one, & larfed at expenses,—only he broke one day, and then nobody cared for him.

So, when I swore I woud rite to you about the little book, the Squire told me the usual way of cummencin was by saing summut about the head & the heart of a man, to whom Tom Pepper was a fool,—and you noe the devil kicked him out of his cabbin for bein a bigger liar than himself. "No," says I, "that fashun may do for a butcher, or a surjon, but I 'll blow him up in heaps, from clue to earin." So, Honner'd Sir, plese to hand him out.

Your humbel Sarvent,

(With Speed.) SAM SPRIT.

Marline Spike-lane, Dec. 20th, 1829.

Colonel Evans and India.

MR. EDITOR,—I have not yet seen Colonel Evans's work, but I read the observations on it in the United Service Journal, with a strong concurring conviction of the very correct view which the Colonel has taken of the question. Mr. Elphinstone, the late Governor of Bombay, went as Ambassador or Envoy from the Bengal Government to the Court of Cabul, in the year 1808-9, when it was thought likely that Buonaparte might be looking that way; and in a work Mr. Elphinstone afterwards published, some details are given of the distracted state of that Government, the present sovereign of which, Suja ul Moolk, is still a refugee with our Government, by whom, I believe, he is supported, that is, has a pecuniary maintenance, having been driven from his country by intestine feuds and hostilities.

Runjeit Singh, the principal Seikh chieftain, interposes, by his authority over the Seikh states in the Punjaub, a country of the Five Rivers, between us and Cabul; and moreover meddles in the affairs of Cabul, having taken the opportunity of their internal feuds to do so. He lately sent an embassy or commission of some sort to St. Petersburgh, and has Russian, French, &c. officers in his service for improving his troops. The British ministry might attempt to enter into a treaty with him, having for its object the reinstatement of the Government and authority of the King of Cabul; but if Runjeit Singh demurred, he should be told that our resolution was taken and must be carried into effect, which would be done without any interference with his states, provided no opposition, secret or avowed, was offered to the measures deemed necessary for strengthening the natural and proper frontier of our possessions in Hindostan. Most likely we should have to come to hostilities with this arrogant and ambitious chieftain; but that should not frustrate the design. He is powerful in cavalry, but by arms and by political management in holding out encouragement to the different chiefs, they would be made to co-operate or be quiet.

The Indus is doubtless the proper frontier or barrier of the empire of India or Hindostan, and the British Government should lose no time in saying *check mate* to all who might look across that river from the westward, by re-establishing the kingdom of Cabul, and supporting by all requisite means the authority and government of the proper sovereign of that country, which has of late years tumbled to pieces by internal discord; and then make the banks of the Indus the spot on which our empire in India must be maintained or subdued. It would not do to let an invading army get a footing farther into the interior; we must plant our spear where Alexander erected his altars. ΔΔ.

Equipment and qualities of Eighteen-Gun Brigs.

Mr. Editor,—Having served some years in severe, as well as sunny climes in an Eighteen-gun Brig, and, like most other officers who have done so, being much attached to them as brigs, I am induced to trespass on your attention the following queries:—As, without doubt, tangible is preferable to nominal force, could not the two long iron six-pounders, with which these vessels are supplied, be well exchanged for two additional thirty-two pounder carronades, and a light brass six-pounder be given in lieu of the boat's carronade, which, when a chase gun is required, could be handed up on the forecastle and fired over all? The long sixes will not bear without yawing two points, are always holding water when the vessel is carrying sail, are as heavy as the thirty-two pounder carronades, and are, comparatively speaking, insignificant as broadside guns.—Are not the large poops, as now fitted, detrimental to flushed vessels in sailing on a wind? The eddy wind out of both main-sails, rushing along the deep waste, is forced under this deck, and forms a resisting power to the impetus of the vessel; this in a measure can be, and always is avoided, by opening the stern and lee ports, but even then the air is compressed in making its escape;—were they not better as first launched without a poop, at any rate with a small low one between the round houses, resembling an arm chest, and used for that purpose?* The remainder of the small-arms were never better placed than in the gun-room, whence its name; pistols, blue lights, rockets, &c. in the cabin; nought but excess of refinement has expelled them: the snatches on either quarter with which they were originally fitted were extremely useful for a spring as occasion required.

Could not an iron tiller be fitted to work under a shifting deck, and that deck be strong enough to fight the two after-carronades on, which, with the two foremost carronades, should be on trucks, for the convenience of moving them?—with the wooden tiller and its ropes, it is impossible to work stern chasers.

Could not the boat be dropped to within eighteen inches of the coverings of the hatchways, lowering the weight? there would be room for a carronade to pass under on a grating.

Could not the pinnaces for this class of vessel carry their breath aft, so as to enable them better to carry an anchor out?

Are not great advantages derived from keeping the carronades athwart, the fighting bolts always in, and ready for quarters? The vessel will sail better, and be less distressed with the weight off her gunwails, will be easily trimmed by training aft, or forward, with the beam of the Eighteen-gun Brigs: this is no impediment to working them, and the fighting bolts are with difficulty shipped, when chasing in heavy weather. I shall conclude with a few observations relative to the vessel in which I served. She was one of the largest, measuring 395 tons; we had on board forty-five tons of iron ballast, two chain cables, three of hemp, hawsers, messengers, &c. and when complete with provisions and water, she stowed thirty-nine and three-quarter tons of the latter. Thus circumstanced, she was lively and buoyant; nor was she ever crank, even when run to a single day's allowance for the crew, of bread, water, &c. She was, however, particularly delicate in her trim, never sailing when light, although she preserved her stiffness; it would make a difference of a knot and a half on all points in a top-gallant breeze. Her best trim was with the eight tanks filled abaft the fore hatchway, and the casks making about thirty-one tons of water, with two months provisions, her draft of water, fore 10 feet 10 inches, aft 14 feet 4 inches, by the stern 3 feet 6 inches. Mid-ship port, 4 feet 11 inches or five feet.

Thus weighted, she sailed well on all points, the boom main-sail varying ever from 3 feet 8 inches to 3 feet 4 inches by the stern; over or under this,

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* It has been said, the poops were built for sheltering the men. I have invariably found that they prefer the shelter of the forecastle; the wind, (as I before observed,) and with it the rain, beats under the former. No one from the exposure, can be placed on this deck in action; and what is worse, it is a good landing for the enemy's boarders.

she immediately became dull. The rake of the masts is of great consequence; the fore-mast upright, the main-mast raking as much as possible, without interfering with the set of the square main-sail. Although the main boom may be reduced in diameter, as recommended by Commander Pearse, for the purpose of sailing, still it must be remembered, that the spars of vessels of war ought to be sufficiently stout to bear a shot or two without falling. Many of the foregoing observations have probably been discussed and considered by the committee of experienced officers which sat at Portsmouth last summer, and there may be nothing new in what I have been stating. You, however, Mr. Editor, not only give us the opportunity, but have shewn us the utility of communicating and circulating our ideas. I am, Sir, your obedient servant,

R.

Correction of an Error in the "Annals of the Peninsular Campaigns."

Mr. Editor,—Allow me, through the medium of the United Service Journal, to correct a misstatement of some occurrences in the battle of Vittoria, (unintentional I am convinced,) that appears in the "Annals of the Peninsular Campaigns."

In the account of that day as given in the work in question, are the following words, vol. 3, p. 299: "Two brigades of *horse* artillery were then moved forward to the front, and thus supported, the centre columns continued their advance in fine order." Again, in the same volume, page 301, "the attack on Abechuco was no less successful; under cover of the fire of *two* brigades of *horse* artillery, Colonel Halket's brigade, of the German Legion, advanced to the attack, and drove the enemy from the village," &c. &c. Now, Sir, had the author of the Annals turned to the gazette of that day, he would have seen that the artillery spoken of here consisted of Capt. Dubourdieu's brigade of *nine* pounders, and of Capt. Ramsay's troop of horse artillery, under cover of *whose* fire the above-mentioned corps advanced, and *not* under the cover of *two* brigades of *horse* artillery. Justice to the memory of that gallant young man, (Capt. Dubourdieu) now no more, requires this introduction of his name; also, the following extract from the letter of the (then) Marquis of Wellington, on the conduct of the corps of artillery at that memorable battle: "The British artillery, throughout the whole of the day, was most judiciously placed by Lieut.-Colonel Dickson, and was well served; the Marquis considered the whole army as particularly indebted to that corps."

I remain, &c.

J. D.

*** To the facts above stated, as well as to the gallantry and promise of the officer, Capt. Dubourdieu, who fell on the occasion alluded to, we bear willing testimony.—Ed.

Late Occultations of Stars.

Mr. Editor,—In consequence of the increasing interest with which the observations of the occultations of fixed stars, by the moon, are regarded, I send you those of last night. The question put by the Astronomical Society, as to the reason why they should be projected on the lunar disc, has been the means of producing various ingenious theories, while at the same time a valuable series of geographical points will be determined, and many data afforded for ascertaining the true figure of the earth. The projection on the disc is now undeniable, from the simultaneous evidence of many astronomers; but it may arise from adjusting the visual focus to the star only, by which it may be retained on the retina of the eye, in the manner observable in the turning toy. Such of

your correspondents, therefore, as are in possession of telescopes, had better attend to this point, for it is still involved in considerable mystery.

Tuesday, January 5th, 1830.

75 Tauri. An instantaneous immersion at 7 hours, 12 minutes, 18·88 seconds, sidereal time. The star vanished with all its lustre. The emersion was not looked for on account of the proximity of 99 Tauri to the dark lunar disc.

99 Tauri. Immersion at 8 hours, 20 minutes, 31·18 seconds. The objects were beautifully clear, and the star particularly round at the instant of disappearance. The emersion was not seen on account of the ice, which repeatedly formed over the eye-piece of the telescope.

163, Piazzi IV. (?) Immersion at 8 hours, 32 minutes, 27·18 seconds. This was a small star of about the eighth magnitude. It appeared bluish, and seemed to lose much of its lustre at the moment of apparent contact.

Aldebaran. Immersion at 10 hours, 41 minutes, 53·18 seconds. The objects were clear and well defined, though much difficulty was experienced in keeping the telescope free from ice. The star vanished very suddenly, and at the moment appeared to have a diminished redness. At about half-past four in the morning, the moon was setting amongst vapours in the western horizon, where her disc became very ruddy, and in undulating motion. At 11 hours, 31 minutes, sidereal time, the star had not reappeared; and at that instant a hazy cloud-bank arose, which precluded farther observation.

I hope this may prove of interest to some of your numerous readers. The telescope was a five feet achromatic, of 3¾ inches aperture, by Tully. It was used in the open air, with the power of 134, adjusted to the moon. The thermometer fell, during the observations, from 26 Farenheit, to 24·3; the barometer was stationary at 30·05 inches, and the hygrometer varied from 848 to 850 parts. A cold W.N.W. breeze was blowing, but the instrument was perfectly steady. The moon's age was 12 days, and her motion northerly.

I am, dear Sir, yours truly,

Crescent, Bedford, Jan. 6th, 1830. W. H. Smyth.

Royal Marine Artillery.

Mr. Editor,—Feeling confident that it is your intention to be correct in all matter you present to the readers in the United Service Journal, I am induced to request your attention to an article in your November Number, page 548.

"The most satisfactory experiment, &c. &c."

I believe I am correct in stating, the only experiment of that nature exhibited before His Royal Highness the Lord High Admiral at Portsmouth, was the one executed by the Royal Marine Artillery, under Lieut. Stevens of that corps, the particulars of which are detailed in a letter copied into Mr. Cow's book on the subject, at page 71. From comparing the time and other particulars mentioned in your article, it appears to be the experiment you alluded to, although erroneously stated to have taken place from a frigate. From my knowledge of the Marine Artillery, I know they are not desirous of puffing, and would dislike being puffed (a system creeping into the Service lately and much to be regretted), but still their merits, whatever they may be, ought not to be given to others.

I remain, Sir, with the best wishes for the prosperity of the United Service Journal, Your most obedient servant,

F. P.

December 27th, 1829.

THE EDITOR'S PORTFOLIO.

BISMARK'S TACTICS AND MANŒUVRES OF CAVALRY.—A Second Edition of Major Beamish's able translation of Count Von Bismark's LECTURES ON CAVALRY TACTICS, with the ELEMENTS OF MANŒUVRES by the latter officer, has just been published. In addition to his copious and valuable notes to the work, some farther observations on the much-discussed movement by Threes have been prefixed to the new edition by the Translator, who has already enumerated the principal objections to the employment of this operation in cavalry manœuvres. Our readers of that arm need scarcely be told, that one of the new features of Bismark's System is the wheeling by sub-divisions in lieu of the old method by threes. We propose resuming this subject, as connected with the revised regulations, now under experiment, of our own service.

LITERARY AND HISTORICAL SOCIETY OF QUEBEC.—We have been favoured with a proof copy of the First Volume of Selections from the Transactions of the LITERARY AND HISTORICAL SOCIETY OF QUEBEC. This Institution, which owes its origin to the enlightened views and liberality of the Earl of Dalhousie, late Governor-General of British North America, was founded in January 1824, and united, in June 1829, with the SOCIETY FOR THE ENCOURAGEMENT OF ARTS AND SCIENCES IN CANADA. The Volume under notice is the first attempt to record the results of the Society's labours, and, at this early stage of its establishment, offers a miscellany of much promise, both as regards its peculiar and general objects;—the one being connected with researches in the Geology, Mineralogy, Geography, and Natural History of our vast Colonies in North America; the latter having in view the advancement of Literature in those rising countries. Amongst the papers, we observe an elaborate article on the Geology of Lake Superior, by Commander H. W. Bayfield, R.N. who, we understand, is one of the most active members of the Society. We have also noticed a Journal by Lieut. Baddeley, containing detailed observations on the Geognosy of a part of the Saguenay country,—Notices by Major Mercer, R.A. &c. Illustrations of the Geological formations and other objects, are appended. It is highly creditable to the officers of the United Service, to find them every where forward in promoting the objects of science and the public good.

THE HISTORY OF MARITIME AND INLAND DISCOVERY.—The Cabinet Cyclopædia maintains its promise. Under favour of its learned Editor, we must, however, beg leave to question the course of "most admired disorder" in which the works comprised in the Cabinet are destined to appear. For the regular, rather than the interrupted, succession of the volumes treating of the *same* subject, the "Ayes," we are persuaded, would preponderate, if put to the public vote. Yet, though the thread of Sir Walter's Scottish History be broken to our hope in the present instance, we readily yield our due commendation to the merits of "Maritime and Inland Discovery," the first volume of which has appeared. Compressing into a small compass the most celebrated, rare, or curious accounts of Travel and Discovery from the earliest down to the middle ages, this volume is undoubtedly rich in geographical as well as general information, and the work promises to be especially interesting and valuable to our professional readers.

THE PURSUIT OF KNOWLEDGE UNDER DIFFICULTIES.—Although, generally speaking, we think that the march of education, and cheap, if not "useful," knowledge has been pushed to the verge of extravagance and counter-utility, we freely admit the plain and practical usefulness of the little volume under the above title. As an incentive to honest industry, rational improvement, and legitimate ambition, its principle is unexceptionable, though the selection of biographical illustrations is scarcely so judicious as might have been expected from the wide field presented. The scientific details in Franklin's Life strike us as being superfluously minute, as well as less clearly and familiarly shown than suits the object of the "Library of Entertaining Knowledge."

has been invented by Mr. Johns, of Plymouth Dock-yard. There are no timbers used, all the planks coming up from the keel to the gun-wale diagonally, not very stout, but rendered strong by being again crossed by others also diagonally placed, but in the opposite direction. The boat so constructed is stronger than the ordinary one in use, the seams never open in straining, which prevents leakage; and another great advantage is, that she is only half the weight of one on the old construction of the same size. There has been one on trial attached to the Britannia, the flag-ship; and although having been in constant use for eighteen months, it has not required any other repair than the gun-wale streak. The planks are all fastened together by copper nails thickly set. The reports of their utility over the other boats have been so favourable, that all boats are ordered to be built on this plan in future.

Sparkles in the Sea.—The phosphorescent-like lights observed in the Mexican sea, shine with greater brilliancy (in April) than I had noticed them in any other part of the ocean; and this I can assert without mistake, as I bestowed great attention to the subject, and had the acquiescence of others: some of these lights were very large, and flashed like the priming of a cannon, sometimes at a long distance from the vessel. I observed that the little shining sparkles were here confined to the sides of the vessel and her wake, and that the waves when they broke into foam *did not sparkle*, which is quite different from what we had noticed before in the passage out, and in the Caribbean sea. The colour of the water in the sea of Mexico is a dark indigo, darker, or more intense than that of the ocean generally. The colour of the sea in the Florida stream, in the channel of that name, and along the line of American coast, is a fine blue, not so intense as that of the sea of Mexico, or of the ocean generally. Contrary to Dr. Franklin's assertion,* the sparkles are seen in the water of the Florida stream, as in other parts of the ocean. Æ.

Current setting upon the Coast of Portugal.—The *Tom and Jerry*, commanded by Lieut. ———, R.N. sailed from Liverpool on 29th Dec. 1827, and experienced continued gales from the W. and S.W. until the 22d Jan. 1828, when it became calm; this, however, was of short duration, the wind rising again from the west, continuing to blow hard until the 26th, when it shifted to the N.E. and E.N.E. On the 5th of Feb. she came in sight of Porto Santo, after a passage of five weeks and three days; which voyage has often been made in seven or eight days! The easterly current during the tedious contention with adverse gales for thirty-two days, from the departure from Scilly Lights, (which were seen at eight P.M. on the 3d Jan. bearing S.E. six leagues,) had set the vessel no less than 5° 13′, which was determined by the chronometer, and the making of the land! Between the latitudes 45° 05′ N. and 44° 52′ N. in twenty-four hours, the vessel was set forty-five miles to the eastward. From 44° 52′ to 43° 44′, thirty miles in the twenty-four hours; and thirty miles in twenty-four hours the two succeeding days, to latitude 40° 36′: in these three days, the current set due east, there being no difference in the observed latitudes and those by account. The next day (27th Jan.) the current set fifteen miles easterly, latitude 39° 16′. On the 3d Feb. the current set ten miles to the eastward; on the 5th, Porto Santo was seen S. by W. forty-six miles, and unfortunately on that day, by an accident, the chronometer stopped. After passing Madeira, the current set to the westward, verified by lunars, and the making the land (27th Feb.) of Descada. The difference between the longitude by account, and that by lunar, which by the land-fall was correct to a mile, was eighty-eight miles only; which from the time we experienced the trade-winds, gives the average of a westerly current five and a half miles in twenty-four

* The Doctor's words are, "Having since crossed this stream (Florida) several times in passing between America and Europe, I have been attentive to sundry circumstances relating to it, by which to know when one is in it; and besides the gulf weed with which it is interspersed, I find that it is always warmer than the sea on each side of it, and that it does not sparkle in the night."

miles. This surface current of the *trades*, depends on the strength of the wind; in 1813, during a voyage to Jamaica, we found the average eight miles a day. Æ.

Fucus of the Mexican Sea, &c.—The *Fucus Natans*, vulgo, 'gulf-weed,' found in the Mexican sea in April, was in flower, and completely covered with young bernicles. The globular fruit-like appendages, appear to be intended by Nature as floats to sustain the plant upon the surface, as they are hollow and filled with air, and have connecting tubes. In the latitudes 25° to 28° in this sea, we met with the *fucus* in parallel lines S.S.E. and N.N.W. It flowers like the fern and other cryptogamea, on the leaves. In calms, the *fucus* floats near the surface, some of the leaves appearing above water; that which we examined in the water of the Florida stream, was old, brown, and covered with bernicles, in a much greater degree than any we had before seen, from which we may infer that it does not originate here, as is supposed by some persons. I have some doubts about its being produced upon the surface of the water, as I have seen many pieces, some of these of large size, coming up from the deep; looking, therefore, at the particular nature of this marine plant, unless all or nearly all of its air bladders were broken, the mere action of the waves, could not, I conceive, sink them below a few feet from the surface; and I am sure, I have watched pieces ascend to the surface from a depth of two and three fathoms, during a calm, and in light winds, and then float; which they could not do if the air bladders were destroyed. I am of opinion that they grow on the rocks at the bottom of the ocean, and that by some means the stem becomes separated from the rock, and the plant immediately ascends by the aid of its air bladders, designed by Nature for this purpose: I have never been able to trace any roots, or pieces of stone adhering to the plant, but all the pieces appear at the extremity of the main stem to have been broken short off. Although I state this as a mere opinion, I do not mean to deny the possibility of its generating on the surface of the ocean, as an analogous circumstance respecting a land vegetable has come under my observation: I mean the "Love Bush" of Jamaica, which is generated in air, and lives independent of, or without connection with, the ground; this curious plant has some resemblance to coarse threads of raw silk, is of an orange yellow colour, and grows on a prickly bush, without root, leaf, branch, or perceptible flower, fruit, or seed! It may be propagated by carefully taking a handful of the threads and throwing them upon a certain sort of bush, the name of which I have forgotten; the young negresses have a kind of superstitious feeling connected with this plant, which they conceive has the power, by its life or death, of imparting to them whether a fancied swain entertains a reciprocal affection for them or not. The northern limit of the *fucus natans* is marked in the chart at 33° on the east side of the Atlantic; but Lieut. Mallard, R. N. met with compact parallels of this weed, as far as the eye could reach, in latitude 39° 50′ N. and longitude by chronometer 33° 46′ W. on a return voyage from the Pacific. On a voyage from Cuba, the last piece of *fucus* was seen in latitude 43o 51′ N. and longitude 43° 20′ W. on the 5th June, 1828. In the Caribbean sea, to the south of St. Domingo or Hayti, we met with a different species of *fucus*, in much larger bunches, and having larger leaves, and full of air bladders; it was handsome, but lost its beauty on being dried. In the Florida channel we also met with a distinct sort of *fucus*, it was of lighter colour, and much longer than the *fucus natans*. It may be observed, in closing these remarks, that the sea-weed extends, like other floating bodies, in longitudinal lines, and not transversely, to the set of a current; thus, in the Florida channel, where the stream runs three miles an hour, the *fuci* were in line first N. half E. and as the channel widened, N. by E. half E. Æ.

Supposed Series of Sub-marine Banks from Newfoundland to the English Channel.—From the Great Bank of Newfoundland to the English channel, it was found that whenever we approached towards the *Vigias*, or dangers laid down in the charts, the water changed from the deep blue of the ocean to green; in some instances to a light pea green; and this colour was not the effect of any change in the state of the atmosphere, but remained the same under the different alterations of sun-shine, cloudy weather, and haze. These changes were so

remarkable, that they became the subject of conversation on board, and occupied my attention particularly. On an inspection of the chart, I came to the conclusion that, as this part of the north Atlantic, lying between Newfoundland and the English channel, crosses the meridian of the volcanic islands of Iceland and the Azores, there are connecting ramifications between the subterranean fires of Iceland and those of St. Michael of the Azores, and that the spaces of green water* over which we sailed in this route, were indications of the superior elevation of the bottom of the ocean in the lines of communication between the two volcanic lands above named; and the coincidence of the water changing colour as we approached the different rocks, shoals, and islets, placed in the chart in this part of the Atlantic, (some of which have been verified) supported the probability of the conclusion I had drawn. Assuming, therefore, that these banks (which I conceive to be detached, that is to say, having deep water between them from N. to S.) exist, and are the lines or conductors of volcanic matter from Iceland to the Azores; we may readily account for the appearance and disappearance of such islands, rocks, &c. as Buss Island, the rocks seen by Sir Charles Knowles, those looked for by Admiral Rodney, westward of Ireland, Jaquett Island, the Devil's Rock, and the Eight Stones north of the Madeiras, &c. &c. because we have undoubted proofs that sub-marine volcanoes throw up islands and rocks from a very great depth, as in the instance of *Sabrina* island off St. Michael's; and that islands disappear from the same cause, as instanced in the submersion of *Gouberman's* islands on the coast of Iceland, and *Rober's* isle at the Cape of Good Hope. I consider, therefore, that from the longitude of 10° W. to the Banks of Newfoundland, and from the Madeiras to Iceland, that is, from 32° N. to 65° N. the ocean comprised within that area, is the seat of the different branches of sub-marine volcanic matter in the north; and this may account for the frequent shocks of earthquakes felt in Great Britain and Portugal. As far as my own ideas go concerning volcanoes, I am willing to believe, that throughout the whole earth they are connected by subterranean and sub-marine tubes or channels, and this hypothesis is borne out by facts so plain, as to be almost demonstrative with regard to earthquakes, which philosophers consider as occasioned by subterranean fire and water creating an exploding gaseous fluid. Upon this view of the subject, we might carry our line from the Madeiras to the Canaries, proceeding on to the Cape Verds, St. Helena,† &c. &c. and it has often struck me, with respect to the Atlantide Island of the Ancients, if such ever existed, that it occupied that space of the ocean lying between Porto Santo and the Azores, and that these islands formed the extremes, the centre part having sunk into the bosom of the deep by the agency of volcanic fire. I may close these remarks by observing, that the captain (an officer of the navy, possessing experience and scientific knowledge) of the vessel in which I was, appeared at first sceptical with respect to my hypothesis, but at last, from his own attentive observations, became fully convinced of its probability. Æ.

Remarks on the Fall of Temperature in the Water, on approaching Soundings from a Deep Sea.—On the 2d of June, 1828, a strong gale from the S.W.; small *fucus natans* floating on the waves, and the American *larus*, or striped-winged gull, and *Procellaria Pelagica*, or stormy petrel, called by sailors 'Mother Carey's Chickens,' were disporting amidst the foaming of the sprays, and the roaring wind. At eight A.M. the temperature of the water was 68° of Fahrenheit; heavy seas breaking over the vessel. At noon, the latitude, by observation, was 41° 23′ N. and the longitude, by account,‡ 51° 39′ W; placing

* It may be worthy of notice, as a circumstance strengthening my opinion, that the Medusæ, Polypi, &c. were infinitely more abundant in these spaces of green water, than in those of a blue colour; indeed, very few of the larger species of these animals were seen in the latter, they were generally of the small orbicular kind; whereas in the green water they were frequently from three to five feet diameter, of an infinite variety of shapes and of the most brilliant colours.

† All those islands are of volcanic origin.

‡ This longitude was an approximation to the true, verified soon after by lunar.

our position about a degree south of the tail of the Great Bank of Newfoundland. The sympsiometer* stood at 30° 06′; the thermometer in the air 70°, and the temperature of the water 62°. At one P.M. the air suddenly became very cold, and the colour of the water changed to green, with a low haze, like steam, resting upon the surface, indicating soundings. At one hour thirty minutes P.M. tried for soundings with sixty fathoms of line, no bottom; passed a quantity of *fucus* in line north and south; cold sensibly increasing. At two P.M. the temperature of the water had fallen to 58°; altered the course from east to E.N.E. (until eight P.M.) in hopes of striking soundings. At four P.M. foggy; the air 54°, (fallen sixteen degrees since noon,) and the water 52°. (fallen ten degrees.) At eight P.M. the air 52°, and the water 58°, (fourteen degrees since noon,) no soundings with seventy fathoms of line, At midnight, air 54°, water 50°. At two A.M. (3d June) the air 62°, water 58°; and at eight A.M. the air was at 64° and the water 62°. The deductions to be drawn from these observations are, that there appears to be deep soundings nearly a degree south of the tail of the Great Bank, where forty fathoms is marked upon the chart. That the transition from warm air and sea, to cold, is sudden and palpable on crossing this bank; and it may be farther remarked, that from a strong gale, the wind lessened so much, as to become at one time light, and the sea considerably less turbulent. The air felt so cold, and there was such a diminution in the atmosphere and water, that the captain considered it as certain that ice of some description was near, but hid from view by the fog, in which opinion I fully concurred. It will be seen that the temperature of both the air and water, gradually rose as we advanced to the eastward; and at eight the next morning, the sea had regained the same degree of temperature that had been indicated at the noon of the preceding day to that on which we reached the green water, but the air was still six degrees colder. It has been frequently remarked by attentive voyagers, that the temperature of the water over banks of the ocean, is colder than that of the air and of the deep sea. This, as I have shown above, was very remarkable on the southern extreme of the Great Bank of Newfoundland: had we been on the bank, it is probable that the difference would have amounted to twenty degrees, as has been experienced; with us it only amounted to fourteen degrees; but the difference of temperature between the deep sea, the air, and the water over banks, varies exceedingly in different parts of the world, and is not every where so palpably evident as on the Newfoundland Bank. The great difference between the temperature of the deep sea south of the Bank, and the water over the Bank itself, has been attributed to the warmth of the Florida stream, which is said to flow past it. On approaching soundings in the English channel, the temperature of the air varied from 60° to 66°, (from the 15th to the 22d June,) and that of the water, from 62° to 59°. On the 20th, it was 62°; on the 21st, 59°; and on the 22d, when we struck soundings in seventy-five fathoms, it was also 59°, being a fall of three degrees: I think it probable that on the 21st we were in deep soundings. The colour of the water on the extreme of the Bank gave no indication of approach to soundings. I have not sufficient data to enable me to offer a satisfactory elucidation of the cause of the remarkable difference in the change of temperature of the sea, observed in passing the Newfoundland Bank, and that which stretches westward from the entrance of the English channel: we passed the former in latitude 41° 23′, and the change indicated at the entrance of our channel was in 50° 4′, a difference of 521 miles; and even if the circumstance of the Florida stream passing near the tail of the Great Bank were fully established, I am of opinion, that it could not retain its tropical temperature sufficiently high, in a distance of more than a thousand miles, as to create a difference of fourteen or twenty degrees between it and the water over the Bank. In the latitude of 30°, where the current set us fifty-eight miles N. by E. in the twenty-four hours, the temperature of the water in the stream was 79½°, and that of the air 78°; on the 1st of June, the day

* An instrument contrived, by means of hydrogen gas and oil, to indicate the changes on the pressure of the atmosphere. It is extremely sensitive, if I may use the expression, and a sad bore to weak nerves.

before we experienced the change on the extremity of the Great Bank, the temperature of the water was 72°, and that of the air 70°; giving 7½° of variation in the water, and 8° in that of the air: on the tropical line, off the Havannah, the temperature of the stream was at 75°, whilst the air was at 70° at noon. From these observations it appears, that the water of the stream was warmer in 30° N. than on the tropic, by 4½°; I know not what could create this difference in a distance of 450 miles, so contrary to expectation, except that the wind was blowing, in the latter case from the N. and NW. and in the former from S.S.E. to S.W.: it will be seen too, that in a difference of latitude of 1020 miles, that is, from 23½° to 40½°, the temperature of the air was precisely the same, and a difference only of 3° in that of the water of the Florida stream and the water south of the Great Bank. Had we actually seen ice when we experienced the sudden change of the air and water on the tail of the Bank, that circumstance would have accounted, in a great measure, for that change; but not having seen any, although we had no doubt of there being some in our immediate vicinity, I cannot give this as certain; but I am inclined rather to admit this as the cause, than the warmth of the Florida stream creating it. I shall now proceed to state the circumstances which occurred on approaching soundings in the voyage to the port of Vera Cruz, &c. For several days before we made the Caribbean Islands, (which was on the 27th Feb.) the temperature of the water had been uniformly at 77°, being from one to three degrees warmer than the atmosphere; the day, however, we arrived within the islands, the temperature of the water, instead of falling, rose one degree, that is, to 78°, whilst the air was 76° and 77°. There are soundings off Nevis, and also on the Aves Bank; and it may be observed, that many of the islands here, such as Guadaloupe, Nevis, St. Christopher, &c. are volcanic lands, which may probably account for the rise of the thermometer in the water; and I have no doubt operate as a cause in producing, on some banks, a contrary effect, as in the present case, to that usually experienced. From the Grand Cayman Isle, to the westward of Jamaica, to the Catouch, or Campeche Bank, the temperature of the water was 79°, the air varying from 77° to 80°. On striking soundings in twenty-seven fathoms, the thermometer in the water fell to 78¾°; the next day, in thirteen and twenty-five fathoms, it fell to 76°, and on our quitting the Bank, it rose to 78°. It may be proper to remark here, that during a strong *north*, we found that the thermometer in the sea of Mexico, fell from 79° air, 78° water. to 73° air, and 75° water, a diminution of six degrees in the air, and three in the water; but at Vera Cruz, during a severe *north*, the temperature of the air fell, in seven hours, ten degrees; that is, from 79° to 69°. The fall of the thermometer on the Campeché Bank, in the first instance, was so trifling, that unless strict attention had been paid, the circumstance might have escaped notice. On reaching and sounding in forty fathoms, on the Dry Tortugas Bank, the 20th April, the air was 73° and the water 74°. The day before, it was the same, (we were then on the outer edge of the bank); on the 18th, the water was at 72°; on the 17th and 16th it was at 77°, and had not been lower than 76° since leaving Vera Cruz, so that there was a fall of three degrees from the deep sea to soundings: some cause unknown, no doubt, created the irregularity (that of its falling to 72° on the 18th) above noted; we may, probably, have been passing over a spit of the bank, or a detached bank, which would occasion a fall in the temperature, the ground here being imperfectly known, and erroneously laid down. When we had got into Florida stream, the thermometer in the water rose one degree, that is, from 74° to 75°, the air was at 70°, the water being *quite warm* to the hand; the wind was variable from N. to N.E. and the colour of the sea dark blue; we anchored in Havannah the next morning. Æ.

Sand Bank between Halifax, Nova Scotia, and the Bermuda Isles.—The following account of a Sand-bank above water, in the North Atlantic Ocean, cannot be too widely circulated, as the danger lies exactly in the tract of our homeward-bound West Indiamen, and other vessels from America; and it is probable that some of the many missing ships have thereon terminated their voyage. On 22d Aug. 1827, the brig Joseph Hume, of Greenock, Rattray, Master, on her pas-

sage from Mobile to Liverpool, discovered a sand-bank in Latitude 39° N. and Longitude 64° 20′ W. As the vessel passed within a quarter of a mile of the danger, the white sand was seen above water, and soundings at that distance was obtained in 20 fathoms water, sandy bottom. From a bird's-eye view which the Mate (Mr. Alexander Nunn), took of the bank, it appeared to be of a horse-shoe form, the opening facing the S.W.; the extent of the bank was estimated at not more than half a mile, or three quarters at most. This dangerous bank is situated north of the Bermudas, about 387 miles, and certainly should be surveyed by a vessel of war,* and its exact cite determined with certainty. The above account was communicated by Capt. James Potter, of the bark Science, of Greenock: he received the information from his chief mate, Mr. Nunn, who at the time of the discovery, requested of the master permission to go for a few buckets of sand, but he would not grant it. Capt. Potter observes that, "as this dangerous bank lies directly in the track of all vessels pursuing a north-easterly course from the Florida Channel, I deem it my duty to give it the earliest publicity, in hopes that it will be the means of saving many valuable lives, and much property. Many of our vessels from Jamaica, Honduras, New Orleans, &c. are supposed to have foundered at sea, when this bank may have caused the loss of several, as it lies with outstretched arms to receive them." May not the Busy, Contest, Acorn, and others of his Majesty's ships, which are supposed to have foundered at sea, have been wrecked and overwhelmed upon this bank?

The Devil's Rock in the North Atlantic, 1829.—Capt. Swainson, of the St. George, of Liverpool, has furnished some information respecting the "Devil's Rock," which is of importance to mariners. It is near the mouth of the English Channel, and laid down in the charts as doubtful. Capt. Swainson says, "Contrary winds led me more to the westward than the accustomed track to Madeira, and on Saturday, the 27th June, I observed at noon, in Latitude 47° 30′ N. and Longitude by chronometer 13° 19′ W. Having a fine breeze, I steered S.S.W. by compass, and at five o'clock fell in with breakers, and a rock, almost even with the water's edge, so that we saw it distinctly when the water receded from it, being then only two miles distant. I immediately got the longitude by the chronometers, and with the distance run from noon, made this danger to lie in 46° 26′ N. and in longitude 13° 18′ W. I have not the least doubt of my longitude being correct, as I have had my chronometers many voyages to India, and they have always proved right." This dangerous rock has been verified by the Master of the Fortitude, of Dublin, and his observations place it in latitude 46° 33′ N. and longitude 13° 3′ W. which is a difference of 7′ in the latitude, and 15′ in the longitude, as given by Capt. Swainson, whose observations, however, are more to be depended upon, on account of his practice as an observer, and the tried correctness of his chronometers. It appears that Capt. Marryatt, of H. M. S. Ariadne, who was sent to seek this rock, has returned unsuccessful; nevertheless, we are disposed to place every reliance on Capt. Swainson's testimony, and therefore believe in its existence. Our reason is this: if rocks and shoals in parts of the sea, near land, traversed by thousands of vessels, for two or three centuries previous to their discovery, have eluded the notice of the mariners during that length of time, how difficult it must be to strike exactly upon the site of a mere speck in the midst of the ocean, even though the position given of it should approximate to the truth! A deviation of two or three miles from the true position, would, perhaps, prevent the

* There has also lately been discovered a shoal near the Azores, and one South of Bermuda: it is understood that men-of-war have been sent to explore these dangers. Capt. Marryatt was sent to look for the former; we hope the results will be made public, and not closetted up at the Hydrographic Office, as all other hydrographical notices have hitherto been. An annual work on this subject, emanating from that Office, would really be a treat, and inspire the nautical world with hope, that the store of useful information now mouldering away on the shelves and in the drawers of the Admiralty would not be lost to the nation.

appearance of so small an object, especially if the water should happen to be smooth, and the sky overcast; indeed, under such a circumstance, a vessel, provided there be water sufficient, might even pass within a few yards of the rock without perceiving it.—A singular circumstance, in point, was related by an officer, as having occurred in some part of the Mediterranean. A frigate, (I believe the Undaunted,) whilst cruising, was becalmed: the weather being fine, the midshipmen obtained leave to bathe, and one of them on jumping off the quarter, was brought up by a rock a few feet under the surface of the water, against the perpendicular side of which the ship was resting! It is well known that the Rochal, westward of St. Kilda, although standing some yards above the surface of the ocean, was for a very long time considered doubtful.

Rock in the North Atlantic.—The ship Indemnity, in her voyage from Demerara to London, discovered a rock, at 30m. P.M. (date not given,) on the starboard-beam, distant about three ships' lengths. The vessel was at this time going two and a half miles per hour, with a heavy swell from the N.W.: as each succeeding swell rose, it was entirely covered, but at intervals it appeared several feet above water, and perfectly perpendicular. From the mast-head it was seen through the transparent fluid, to a great depth below the surface, and appeared to be cone-shaped. At the preceding noon, the observed latitude was 43° 20′ N. and longitude by chronometer 25° 10′ W. The account is signed by R. Woodall, Master; F. E. Chalmers, Mate; and by Messrs. W. Meach, G. Rendell, M. Elkin, Passengers.—The position of this rock is 320 miles north of the Island of St. Michael of the Azores. There are rocks marked on the charts to the S.E. and to the N.N.W. of it. The space wherein this rock was seen, is decidedly volcanic, and it is not at all improbable, that the rock may submerge; in the event of which, the well-attested authority above would be questioned; and there are some well-informed people so incredulous in these matters, that perhaps nothing short of ocular proof, or the striking of a vessel against such a danger, would satisfy them. I have no doubt that many an honest skipper's veracity has been impugned on occasions of this nature, when perfectly consonant with truth. Those persons who are apt to question or disbelieve off-hand, the accounts given by navigators of rocks, shoals, banks, islets, and breakers, seen in the North Atlantic, and attribute such appearances to *scoles* of fish, currents, dead whales, &c. &c. should have been present "at the arrival and departure" of the short-lived Island of Sabrina, when such a demonstrable fact would have informed them of the possibility of islands and rocks rising out of the bosom of the deep one day, and disappearing the next!

Dangerous Ridge of Breakers.—The Canton Register states that Capt. Endicott, of the ship Suffolk, on his last outward-bound passage, had discovered a dangerous ridge of breakers, bearing S. 58° E. by compass, from Lady Donkin's monument, (which stands over the town of Port St. Elizabeth, in Algoa Bay, south coast of Africa,) distant about seven or eight leagues: it lies directly in the way of all homeward-bound Indiamen making the land hereabouts; its existence, therefore, cannot be too soon made public.

Liverpool Telegraph.—The Telegraph station at Liverpool communicated, in September 1829, with that at Holyhead, distant 156 miles, and received an answer in 35 seconds, being the shortest time in which it has ever been done.

Observatory at St. Helena.—An Observatory has lately been established at the Island of St. Helena. Its geographical situation leads us to believe that it may be eminently conducive to the progress of Astronomy.

Shoals in the Australasian and Indian Seas.—The ship Marquis of Lansdown, bound from Sidney, New South Wales, to Calcutta, touched on a newly discovered shoal off Cape Direction, on the eastern coast of New Holland, on 8th June, 1827; and again touched on a shoal off Suban Island, in the Strait of Riho, on 19th July following. She got off from both shoals without damage.

Short Passages.—H. M. S. Herald, made the passage from the Caycos, or windward passage of the Bahamas, to soundings in the English Channel in the

short space of nineteen days: an abstract of her log for that time, noting the winds, &c. would be of service to mariners.—H. M. S. Undaunted arrived at Portsmouth, in December 1828, from St. Helena, in twenty-six days, one of the shortest, if not the shortest run ever made.—We have been assured that H. M. S. Newcastle, ran from Halifax, Nova Scotia, to Portsmouth, in the astonishing short space of time of twelve days! This is speed with a vengeance.—The American brig, American, Moor, Master, arrived at St. Jago de Cuba from Philadelphia in eight days, which is the shortest passage ever made between those places.—Oct. 1828.—H. M. S. Barham, 52, Vazee, sailed from Bermuda on 1st Dec. 1828, and arrived at Nassau, New Providence, on the 5th, having run the distance between the two islands in the short space of four days; her velocity must have been about 200 miles a day.

Standard Proportions of Foreign Artillery.—In Germany, as well as Sweden and Norway, the ancient Nuremberg standard was formerly employed for the weights and measures required in the arsenals: to this standard the old military writers usually referred; it appears to have been equivalent to the present Nuremberg foot, *Nürnberger Stadtschuck*, equal exactly to 10·5323 English inches, and the weight of the shot was one-eighth less than it ought to have been, according to the diameter of the bore of the piece. Such, at least, is the opinion expressed by the German writers. The Danish engineers, however, think, that in the ancient artillery no allowance was made for the windage of the guns, and that the shot were made to fit exactly. It appears that at the commencement, or towards the end of the seventeenth century, in the northern arsenals, a standard was employed under the name of the Nuremberg Standard, though it differed from it a little. Since that time, unison shot, weighing 24 pounds, or a leaden bullet weighing 36, has been six inches in diameter; and the following table exhibits the difference of the calibres of the guns, and the diameters of the shot in various European states.

Calibres.	States.	Diameter shown in inches.	Diameter of the shot in Rhenish in.
24 Pounders.	Austria	5·741	5·491
	Prussia	5·700	5·500
	Saxony	5·718	5·498
	Bavaria	5·660	5·500
	Denmark (ancient weight)	5·715	5·517
18 Pounders.	Austria	5·216	4·989
	Saxony	5·196	4·994
	Bavaria	5·150	4·990
	Denmark (ancient weight)	5·102	5·013
12 Pounders.	Austria	4·551	4·358
	Prussia	4·540	4·360
	Saxony	4·472	4·364
	Bavaria	4.480	4·360
	Wurtemberg	4·504	4·381
	Denmark (ancient weight)	4·536	4·379
	Grand Duchy of Hesse	4·473	4·353
6 Pounders.	Austria	3·616	3·459
	Prussia	3·600	3·460
	Saxony	3·572	3·463
6 Pounders.	Bavaria	3·580	3·460
	Wurtemberg	3·607	3·492
	Denmark (ancient weight)	3·600	3·476
	Grand Duchy of Hesse	3·581	3·461
3 Pounders.	Austria	2·870	2·745
	Prussia	2·860	2·759
	Bavaria	2·870	2·750
	Denmark (ancient weight)	2·857	2·759

In the largest bore of cannons of	24	The windage pounds for the least shot is	0·250
	18		0·227
	12		0·204
	6		0·157
	3		0·125
In the smallest bore of cannons of	24	The windage pounds for the largest shot is	0·141
	18		0·137
	12		0·091
	6		0·080
	3		0·098

The Rhynland foot is equal to 12·36 English inches.

Theory of the inflammation of Powder.—Capt. Suensen, of the Danish artillery, has published a theory of the inflammation of gunpowder, of which, though he disclaims being the author, it having been taught for a long time in the military schools of Denmark, he has been held responsible for it, and the subject has given rise to much discussion on the Continent:—the following is the theory. The surfaces of the powder are inflamed successively, but in so short a time, that,

with an ordinary charge, most of the grains of powder are inflamed before the bullet makes any sensible movement; the complete combustion of the grains requires, on the contrary, a certain time, the duration of which depends on the size and the goodness of the grains, the intensity of the fire, and the quality of the surrounding air. These causes also exercise an influence on the number of grains inflamed.

GENERAL ORDERS, CIRCULARS, &c.

TO THE ARMY.

MEMORANDUM.

Horse Guards, Dec. 15, 1829.

The King having been pleased to permit the officers of the infantry, to wear a black waistbelt over the blue coat on, and off duty, and under the red coattee off duty, and having also been pleased to order, that the sash shall in future be worn upon occasions of duty only, over the blue great coat, or the red coattee,—Lord Hill considers it necessary, in order to prevent misconception, to particularise the occasions on which the officers shall wear the blue great coat, and red coattee, and those on which they shall be considered as being on or off duty.

The blue great coat may be worn upon all duties off parade; namely, drills, ball-practice, working parties, fatigue duties, inspections of barracks, hospitals, and articles of necessaries, at regimental Courts Martial, and Courts of Inquiry, and committees, orderly duty, and in times of peace upon the march. Upon these occasions the sash will invariably be worn.

When the officer is not engaged in any duty, the great coat must be worn with the black waist-belt over it, and the sword, but without the sash.

The red coattee will be worn on all parades, with or without arms, at divine service, on guards and pickets, public field days, general inspections, funeral parties, general, district, and garrison Courts Martial and Courts of Inquiry.

Upon these occasions the red coattee, and white cross belt, with the sash, to be always worn.

The red coattee and black waist-belt under it to be worn invariably at the mess, and in the evening, without sash.

Upon no occasion is the officer to appear in barracks or quarters, whether in the blue great coat, or the red coattee, without his sword, as nothing can be more unmilitary and objectionable than the practice of walking about without it.

A sealed pattern of the waist-belt is deposited at the office of Military Boards, 21, Spring-gardens.

Field officers and other mounted officers may wear the sword suspended by slings to the waist, but not of such length as to suffer the sword to trail on the ground.

The General Commanding-in-Chief takes this occasion to recall to the attention of general officers, and commanding officers of regiments, of the distinctions laid down for the epaulettes of regiment officers, and desires, wherever any variation is found to exist from the patterns deposited for regulation, that they may be at once prohibited.

There will be no objection to the use of box epaulettes, provided they conform in every other respect to the sealed patterns

By command of the Right Hon. Gen. Lord Hill, Commanding-in-Chief,

H. Taylor, Adj.-Gen.

GENERAL ORDER.

Horse Guards, Jan. 1, 1830.

His Majesty having been pleased, by His Royal Warrant, bearing date 14th Nov. 1829, to authorize certain alterations in the mode of discharging Soldiers, the General Commanding-in-Chief deems it proper to issue the following Orders to the Army in consequence.

1. Non-commissioned officers or private soldiers are not to be discharged without the authority of the General Commanding-in-Chief, signified through the Adjutant-General.

2. Previously to any soldier being proposed for discharge on account of unfitness for service, the commanding officer of the corps is to make a full report of the case to the general officer, under whose orders he is stationed, that he may personally inspect the man, assisted by the superior medical officer under his command; and if his opinion coincide with that of the commanding officer and the regimental surgeon, he is to certify the same at the bottom of a return, which return is then to be transmitted direct to the Adjutant-General by the commanding officer, for the purpose of being laid before the General Commanding-in-Chief, whose instructions relative to the disposal of

the man will be communicated to the commanding officer.

3. If the regiment be stationed in Ireland, the return is to be transmitted to the Deputy Adjutant-General in Dublin, for the purpose of being laid before the General Officer commanding the Forces in that part of the United Kingdom.

4. Before a soldier is henceforward permitted to leave the corps to which he belongs, preparatory to his removal from the service under any circumstances whatever, whether of unfitness for duty, or at his own request, a regimental board must be assembled, to investigate, verify, and record, the following particulars, viz. :—

1st. His services.
2nd. His disability.
3rd. His character.
4th. His accounts and claims,

according to the mode prescribed in the regulations annexed to His Majesty's warrant before-mentioned.—The Board is to be composed of three officers, viz. the major of the regiment, or the second in command, as president, and two captains as members.

5. From the proceedings of this Board, the discharge of the soldier is to be filled up, and when signed by the president, and countersigned by the commanding officer, is in every case to be transmitted, together with a duplicate of the proceedings of the Board, to the Adjutant-General.

6. Every soldier, on being finally discharged, is to be furnished with a parchment certificate, which must be confirmed in the Adjutant-General's department, before it is delivered to the man.

7. When soldiers are sent home from foreign stations for the purpose of being discharged, the general or other officer commanding will take care, that the medical staff officers have had full opportunity of investigating the cases, before the men are permitted to embark. He will also take care that the same course, with regard to the previous assembling of a regimental board, and the preparation of the prescribed documents, be pursued, and that the several discharges, parchment certificates, and duplicates of the proceedings of the Board be forwarded, carefully sealed up, to the commandant of the invalid depôt at Chatham, which place is the destination of all invalids returning from foreign stations.

8. The serious evils which have resulted to the public, as well as to individuals, from the very careless and incorrect manner in which the regimental records have been kept, and discharges filled up, having been fully ascertained and placed beyond question, by the investigations recently instituted, and now in course of progress, throughout the whole army, the General Commanding-in-chief feels it incumbent upon him to require officers in command, and all others concerned, to give the strictest attention to the preparation of the documents now required, for the accuracy of which in every respect they will be held personally responsible ; and Lord Hill trusts that there will be no occasion or opportunity, in future, for recurrence to measures which are painful to his feelings, in proportion, as they expose the misconduct of individuals, and reflect discredit upon the army at large.

9. In cases where soldiers serving on foreign stations may be desirous of being discharged on the spot, the general or other officer commanding shall, if he see fit, forward their applications to the Adjutant-General, together with all the prescribed documents, in the same manner as if the men were on their way home, on the receipt of which documents the pleasure of the General Commanding-in-chief will be signified.

10. With regard to soldiers who may be allowed, under certain conditions and limitations, to obtain their discharges at their own request, the General Commanding-in-chief desires that commanding officers, in recommending individuals for this indulgence, will be careful always to give the preference to men according to the goodness of their character ; a course which, if steadily pursued, cannot fail to operate as a strong inducement to good conduct.

11. In the cases of soldiers who are prepared to pay the regulated compensation for their discharge, the mode of application now in use may be continued ; but in the cases of men with length of service giving them a claim to pension on that account, who may be desirous of obtaining free discharges, with or without gratuity, commanding officers will allow a period of thirty days to intervene between the receipt of the soldier's application, and its transmission to the Adjutant-General, in order to afford the man sufficient time to reconsider the step he is about to take, and to withdraw his request, if, on mature deliberation, it shall appear to him imprudent or unadvisable. It will also be the duty of the commanding officer to assist the man with the best information and advice in his power on so important a point, and it is presumed that every commanding officer will discharge this duty with the utmost alacrity, and in the most conscientious manner.

12. His Majesty having been graciously pleased to authorize the General Commanding-in-chief to exercise his discretion as to the extent, to which this indulgence is to be granted, Lord Hill will be inclined to give it the utmost limits which may appear to

him consistent with a due regard to the welfare of the service at large, and the particular circumstances and situation of the corps, from which the applications are made: and commanding officers are to keep a record, according to the order of date, of all applications which may be made to them for discharges, stating distinctly and fully in each the character and claims of the individual; a copy of which record shall be transmitted to the Adjutant-General at the termination of each half year, for the information and guidance of the General Commanding-in-chief, with reference to any applications which may be addressed direct to head-quarters.

The General Commanding-in-chief thinks it unnecessary farther to enlarge the present orders, especially as the instructions issued from the War Office, touching the financial bearings of the measure in question, are so detailed; and his Lordship requires a diligent perusal or these instructions, and a strict observance of them, from officers in command, and from all others in any way connected with the interior economy and discipline of regiments.

By command of the Right Honourable
The General Commanding-in-Chief,
H. TAYLOR, Adjt.-Gen.

For conditions under which discharges may be obtained, see page 112, No. 13.

CHANGES IN THE STATIONS OF CORPS

SINCE OUR LAST.

62d Foot	from	Limerick	to	Chatham, for India.
73d Ditto	from	Gibraltar	to	Malta.
74th Ditto	from	Bermuda (on arrival)	to	Cork.
95th Foot	from	Malta	to	Corfu.

*** The Depôt of the 98th is about to be withdrawn from the Irish establishment.

MONTHLY NAVAL REGISTER.

ARRIVALS AND SAILINGS.

December 20. PORTSMOUTH.—Arrived H. M. Steam-Vessel, Echo, Lieut. Bissett.

FALMOUTH.— Sailed H. M. P. Barracouta, Lieut. R. B. James, for the West Indies, and H. M. P. Opossum, Lieut. T. Hannam, for St. Domingo.

21. PLYMOUTH.—Arrived H. M. S. Ariadne, (28) Capt. Marryatt, C.B.

22. PORTSMOUTH.—H. M. S. Volage, went out of Harbour and anchored at Spithead.

SHEERNESS.—Sailed H. M. S. Alligator, (28) Capt. C. P. Yorke.

PLYMOUTH.—Sailed H. M. S. Pylades, (18) Com. P. D. Hay.

FALMOUTH.—Arrived H. M. P. Marlborough, J. Bull, from Lisbon.

23. PLYMOUTH.—Arrived H. M. S. Espiegle, (18) Com. R. Elliott, from the West Indies. Sailed H. M. C. Bramble, Lieut. Haswell. H. M. S. Ariadne Capt. F. Marryatt, C.B. taken into Hamoaze, to refit.

PORTSMOUTH.—H. M. S. Alacrity, (10) Com. J. Nias, taken into harbour to pay off.

24. PORTSMOUTH.—H. M. S. Galatea, (42) taken into harbour to refit.

25. FALMOUTH.— Sailed H. M. P. Marlborough, J. Bull, for Lisbon.

26. PORTSMOUTH.—Sailed H. M. S. Volage, (28) Capt. Lord Colchester, for the South American Station. Arrived H. M. C. Sylvia, Lieut. Morgan.

SHEERNESS.—Arrived H. M. C. Basilisk, Lieut. B. Watts.

27. PORTSMOUTH.—Arrived H. M. C. Snipe, Lieut. Purcell.

PLYMOUTH.—Arrived H. M. C. Bramble, Lieut. Haswell.

28. PLYMOUTH.—Sailed H. M. S. Espeigle, (18) Com. R. Elliott.

29. PORTSMOUTH.—Arrived H. M. C. Highflyer. Sailed the Supply, Transport.

PLYMOUTH.—H. M. S. Hyacinth, (18) Com. R. M. Jackson, left Hamoaze and anchored in the Sound.

30. PORTSMOUTH.—Sailed H. M. C. Snipe, Lieut. Purcell.

31. PORTSMOUTH.—Arrived H. M. S. Espeigle, (18) Com. R. Elliott, and proceeded into harbour to pay off.

FALMOUTH.— Arrived H. M. C. Bramble, Lieut. Haswell, and H. M. P. Lord Melville, J. Furse, from Buenos Ayres. Sailed 12th October, and from Monte Video on 17th October.

January 1, 1830. FALMOUTH.—Sailed H. M. C. Bramble, Lieut. Haswell, for Lisbon.

2. PLYMOUTH.—Sailed H. M. S. Britomart, (10) Com. Johnson.

FALMOUTH. — Arrived H. M. P. Sphynx, Lieut. Passingham, from Brazil. Left Pernambuco on 18th September. Bahia on 25th September, and Rio on 27th October.

SHEERNESS.—Sailed H. M. C. Basilisk, Lieut. R. Watts.

3. PLYMOUTH.—Sailed H. M. S. Royalist, (10) Lieut. Nash, and Leveret, Lieut. Worth.

4. FALMOUTH.—Arrived H. M. P. Swallow, Lieut. Baldock, from Carthagena. Sailed 8th November; Jamaica, 17th; and Crooked Island, 26th.

5. PORTSMOUTH.—Arrived H. M. C. Raven, Sailed the Countess of Harcourt, Transport, Lieut. Poad, and Kaines, Transport, Lieut. Burdwood.

6. PORTSMOUTH.—Arrived H. M. C. Highflyer.

FALMOUTH.—Arrived H. M. P. Renard, Lieut. Dunsford, from the Mediterranean. Left Gibraltar on 12th, and Cadiz on 14th December.

SHEERNESS.—Arrived H. M. C. Industry.

7. FALMOUTH.—Arrived H. M. P. Sandwich, A. Schuyler, from Lisbon.

8. PORTSMOUTH.—Arrived H. M. S. Java, (52) Capt. Carroll, C.B. from the East Indies. Left Trincomalee on 7th August, and Madras on 15th. Arrived the Lord William Bentinck, Transport, Lieut. Grigg, from the Mediterranean. Left Malta on 18th November, and Gibraltar 10th December. Sailed H. M. C. Raven, and H. M. C. Arrow, Lieut. Thrackstone.

PLYMOUTH.—Sailed H. M. S. Hyacinth, (18) Com. R. M. Jackson, for the West India Station.

FALMOUTH.—Sailed H. M. P. Duke of York, Lieut. R. Snell, for the Mediterranean.

SHEERNESS.—Arrived H. M. C. Swan, Lieut. Goldie.

9. FALMOUTH.—Sailed H. M. P. Camden, J. Tilly, for Halifax and Bermuda, and H. M. P. Magnet, J. Porteous, for Lisbon.

10. PORTSMOUTH.—Arrived H. M. C. Snipe, Lieut. Purcell. Sailed H. M. C. Arrow, Lieut. Thrackstone, and Sparrow, Lieut. Moffatt.

11. FALMOUTH.—Sailed H. M. P. Lady Wellington, Lieut. W. Lugg, for Jamaica.

12. PLYMOUTH.—Arrived H. M. S. Royalist, (10), Lieut. Nash.

13. PLYMOUTH.—Sailed H. M. S. Royalist, (10), Lieut. Nash.

PORTSMOUTH.—Sailed H. M. C. Cracker, Lieut. Roepel.

SHEERNESS. — Arrived H. M. C. Industry. Sailed H. M. C. Swan, Lieut. Goldie.

14. PORTSMOUTH.—Sailed H. M. C. Sylvia, Lieut. Morgan.

SHEERNESS.—Sailed H. M. C. Industry. Arrived H. M. C. Antelope, Lieut. Loveless.

16. PLYMOUTH.—Sailed H. M. C. Starling, Lieut. Harrison.

17. SHEERNESS.—Arrived H. M. C. Hope, Lieut. Newton.

MISCELLANEOUS.

Our present register records the return of Rear-Admiral W. H. Gage, in his Majesty's Ship Java, from the East Indies, having been succeeded in the command of that station by Rear-Admiral Sir Edward Owen, K.C.B. in his Majesty's Ship Southampton. Admiral Gage left England in the Java, in the beginning of 1826; and was preceded in that command by Vice-Admiral the Hon. Sir H. Blackwood, Bart. K.C.B. Admiral Gage struck his flag on the 9th ult. and the Java proceeded into Portsmouth harbour to be paid off.

By the return of the Java, we learn that Sir Edward Parry left the Cape of Good Hope for Port Stevens, in Australia, on the 24th of Oct. last. The Chanticleer, Capt. Forster, was about to leave the Cape for St. Helena, at the same time.

His Majesty's Ship Volage, Capt. Lord Colchester, sailed from Portsmouth to join the South American station, on the 26th Dec.

His Majesty's Sloop Alacrity, Commander Nias, was paid off at Portsmouth on the 6th Jan. The Alacrity has been employed three years on the Mediterranean station.

His Majesty's Sloop Espiegle, Commander R. Elliott, lately returned from the West Indies, was paid off at Portsmouth on the 15th Jan. The Espiegle was taken out to the West Indies by Commander R. A. Yates, in the early part of 1826, and has since continued on that station.

His Majesty's Ship Winchester, fitting at Chatham for the West India station, received her powder on board at Gillingham, on the 1st of Jan. and is on her way to Portsmouth, where she will receive the flag of Vice-Admiral E. G. Colpoys, and proceed to her destination.

His Majesty's Sloop Hyacinth, Commander R. M. Jackson, sailed from Plymouth on the 8th of Jan. for the West India station.

By recent accounts from the West Indies, we hear that H. M. S. Blossom, Commander R. Owen, arrived at Nassau on the 10th of Nov. Sir James Carmichael Smyth, Governor of the Bahamas, took his passage in the Blossom for New Providence.

His Majesty's Ship Worcester, a fine frigate pierced for 52 guns, was launched from Deptford Dock-yard on the 20th of Dec. last.

His Majesty's Sloop Reindeer, was commissioned at Plymouth by Lieut. H. P. Dicken, on the 1st of Jan. for the Packet service.

It is fully expected that a partial naval promotion will take place on the approaching 23d of April. It is also expected that the long agitated measure, authorizing the sale of the commissions of Post Captains, and Commanders of his Majesty's Fleet, will be ordered in the course of the ensuing Session. It is said to have already received the consent of the Privy Council. A retired list of commissioned officers to an extensive number is also spoken of.

A minute and elaborate survey of the river Thames is about to be commenced by Commander F. Bullock, who has been lately appointed to this duty by the Admiralty. This officer commanded the Snap Surveying Vessel, on the coast of Newfoundland, not very long ago; where he was employed for some years, and did not return until he had completed the charts of the dangerous and rocky eastern shore of that island. The pre-

sent survey of the Thames, it is expected, will extend from above London Bridge, and will include the channels at the entrance of the river as far as the North Foreland. Some interesting observations connected with the removal of the London old Bridge, are expected to result from this survey.

We congratulate our naval friends on some recent salutary measures ordered by the Admiralty, respecting the manning of his Majesty's ships. Amongst these is the system of widow's men being totally abolished. A trifling reduction in the complement of seamen for each class of ships has also been ordered, which is in most part compensated for by the addition of Marines. The usual number of seamen employed during the last year is to be preserved, by which means the Admiralty will have it in their power to keep more ships in commission, thereby employing more officers, and a trifling increase in their complements may be easily effected in case of any future emergency. We hope this measure will lessen the ravages of dry rot amongst the ships in ordinary, by seasoning them well at sea.

A process, of a very interesting nature, is about to be commenced by Mr. Lloyd, for ascertaining the mean height of the river Thames at London Bridge, above that of the sea at Sheerness. The method of determining it will be by means of the level, and the absolute height will be obtained by successive stations along the high road between the two places. The result of this is expected to afford some curious particulars illustrative of removing the old bridge. Mr. Lloyd has lately achieved a splendid undertaking of this nature, in carrying a chain of these observations across the Isthmus of Panama; and thereby measuring the absolute comparative level of the Pacific and Atlantic Oceans, a fact which had long been desired for our acquaintance with the physical formation of America, and one which had been a subject of much speculation. Mr. Lloyd's experience in such a process, under the difficulties necessarily attendant on a rocky, mountainous country, with a vertical sun, has no doubt fully qualified him for the performance of the task with the advantages he will command in his own.

His Majesty's Ship Galatea, refitting at Portsmouth, is expected to convey Commissioner Briggs to Malta.

The following commissioned officers have been lately admitted to pursue their studies at the Royal Naval College:—Capt. Hon. W. Wellesley, Commander J. Hindmarsh, Lieutenants A. M. Atkinson, G. Ellerby, F. Bedwell, A. Miles.

The crew of H. M. S. Espiegle have presented their late Commander C. R. Drinkwater, with a sword and pair of epaulettes, in testimony of their esteem for him whilst serving under his command: a circumstance both gratifying to the feelings of this officer, and creditable to the character of his crew.

It has long been contemplated to employ steam navigation for the conveyance of foreign mails. H. M. Steam-Vessel Meteor, Lieut. W. H. Symons, is to proceed to the Mediterranean on thi service.

A report has reached us of the loss of H. M. S. Pelorus (18), Commander M. Quin, in the Mediterranean; which, although no official accounts have been received of it, we are apprehensive is well founded.

PROMOTIONS.

CAPTAINS.

Hayes, G.
Paget, C.
Tozer, A.

COMMANDERS.

Blake, J. P.
Boteler, J. H.
Luckraft, A.
Russel, R.

LIEUTENANTS.

Carey, Hon. P. P.
St. Vincent King, G.

APPOINTMENTS.

COMMANDERS.

Bayfield, H. W.	Hussar, Supernumerary.
Best, Hon. T.	William and Mary Yacht.
Bullock, F.	Survey of Thames.
Luckraft, A.	Camelion.
Russell, Lord E.	Wolfe.
Watling, J. W.	Hyperion.

LIEUTENANTS.

Collins, P. E.	Hussar, Supernumerary.
Corbett, K.	Ariadne.
Darby, A.	Hyperion.
Dawson, W. (a)	Royal George.
Dicken, H. P.	Reindeer.
Fowke, T. T.	Ganges.
Hall, H.	Ramillies.
Stewart, J.	Hyperion.
Turner, J. H.	Galatea.

MASTERS.

Hale, F.	Emulus.
Holloway, T.	Galatea.
Parsons, G.	North Star.
Wilson, R.	Childers.
Yule, J.	Pike.

SURGEONS.

Dunn, T.	Barham.
M'Ghie, J.	Ditto.
Kelsall, H.	Warspite.
Smith, E. A.	Barham.
Scott, R.	North Star.

ASSISTANT-SURGEONS.

Blythe, A.	Chatham Division of Marines.
Bothwell, W.	Barham.
Harrower, Dr. R. L.	St. Vincent.
M'Donald, W. B.	Pylades.
M'Mahon, H. W.	Royal Charlotte.
Stevens, J.	Reindeer.
Toms, P.	Barham.

MARINES.—CAPTAIN.

Burton, A.	Winchester.

DISTRIBUTION OF THE ROYAL NAVY,

IN COMMISSION, JANUARY, 1830.

SHEERNESS AND NORTH SEA STATION.

Vice-Adm. Hon. Sir H. Blackwood, Bt. K.C.B.

SHIPS.	GUNS.	COMMANDERS.	
Alligator	28	C. P. Yorke	Leith. Cruiser.
Badger	10	R. F. Rowley	Nore. Cruiser.
Basilisk, cutter		Lieut. W. B. Watts	Sheerness. Refitting, 26th December.
Childers	18	R. Deans	Fitting at Chatham.
Donegal	78	Sir J. Brenton	Sheerness. Guard-ship.
Martial	12	Lt. R. M'Kirdy	Nore.
Prince Regent	120	Hon. G. Poulett	Chatham. FLAG-SHIP.
Surly, c.	10	Lt. W. Usherwood	Nore. Cruiser.
Swan, c.	10	Lt. J. Goldey, (a)	Nore. Cruiser.
Talavera	74	H. Pigot	Sheerness. Guard-ship.
Sail 10	Guns 360		

PORTSMOUTH STATION.

Adm. Hon. Sir R. Stopford, K.C.B.

Arrow, c.	1	Lt. E. Thrackston	Portsmouth. Cruiser.
Cracker, c.	1	Lt. J. P. Roepel	Portsmouth. Cruiser.
Galatea	42	C. Napier, C.B.	4th December, from West Indies, at Portsmouth. In harbour, refitting.
Ganges	84	J. Hayes, C.B.	Portsmouth. Guard-ship.
Sparrow, c.	10	Lt. J. Moffat	Portsmouth. Cruiser.
Sylvia, c.	1	Lt. J. Morgan	Portsmouth. Cruiser.
Victory	104	Hon. G. Elliott	Portsmouth. FLAG-SHIP.
Sail 7	Guns 243		

PLYMOUTH STATION.

Adm. Right Hon. William Earl of Northesk, G.C.B.

Ariadne	28	F. Marryat, C.B.	21st December, arrived at Plymouth, from Madeira. Refitting.
Bramble, c.	1	Lt. W. H. Haswell	Plymouth. Cruiser.
Britomart	10	E. J. Johnson	2d January, sailed for West Indies.
Dispatch	18	W. B. Bowyer	Plymouth. Cruiser.
Druid	46	G. W. Hamilton	Plymouth. Fitting.
Kent	78	J. F. Devonshire	Plymouth. Guard-ship.
St. Vincent	120	E. Hawker	Plymouth. FLAG-SHIP.
Undaunted	46	A. W. J. Clifford, C.B.	Sailed, from Plymouth, 22d November. Left Madeira on 4th December.
Vigilant	12	Lt. R. Loney	Plymouth. Cruiser.
Sail 9	Guns 350		

IRISH STATION.

Rear-Adm. Hon. Sir Charles Paget, Kt. K.C.H.

Nimrod	20	S. Radford	Cork. Cruiser.
Orestes	18	J. Reynolds	Cork. St. George's Channel.
Pearl	20	C. C. Blake	Coast of Ireland. Cruising.
Pike	12	Lt. J. G. Wigley	Cork. Cruiser.
Pylades	18	P. D. H. Hay	St. George's Channel. Cruising.
Semiramis	24	M. F. F. Berkeley	Cork. FLAG-SHIP.
Trinculo	18	S. Price	Irish Station.
Sail 7	Guns 130		

MEDITERRANEAN STATION.

Vice-Adm. Sir P. Malcolm, K.C.B.

SHIPS.	GUNS.	COMMANDERS.	
Ætna	Bomb	R. Ingram	Ionian Islands.
Asia	84	W. J. H. Johnstone	November, Ægina. FLAG-SHIP.
Blonde	46	E. Lyons	November, Constantinople.
Britannia	120	G. Burdett	Left Plymouth, 23d September. 18th November, Malta.
Camelion	10	A. Luckraft	November, Vourla.
Cordelia	10	C. E. W. Boyle	November, Malta, from Marseilles.
Dartmouth	42	T. Fellowes	December, Gibraltar. 7th December, Cadiz.
Erebus	Bomb	P. Broke	November, Malta.
Favourite	18	J. Harrison	November, Vourla.
Ferret	10	T. Hastings	October, Corfu. Archipelago.
Gloucester	74	H. Stuart	20th August, left Portsmouth. 23d September, at Malta. November, Ægina.
Infernal	Bomb	B. Popham	October. Alexandria, from Smyrna.
Isis	50	Sir T. Staines	20th September, Ægina. 16th October, at Alexandria. 18th November, at Malta.
Madagascar	46	Hon. Sir R. C. Spencer	20th September, Malta, Zante. 18th November, Malta.
Melville	74	A. W. Schomberg	24th September, left Portsmouth. 21st October, at Malta. 16th November, sailed for Napoli di Romania.
Meteor	Bomb	D. Hope	September, Ionian Islands. 23d October, at Vourla.
Musquito	10	C. Bentham	September, Ionian Islands. 8th October, at Corfu. November, at Vourla.
Ocean	80	P. Campbell	August, Tenedos. November, Malta.
Pelican	18	F. D. Hutcheson	September, Ionian Islands. November, Corfu.
Pelorus	18	M. Quin	August, Algiers. Tunis. September 16th, Malta. 28th October, Vourla.
Philomel	10	C. Graham	1st September, left Portsmouth, for Gibraltar. 23d September, at Malta. At Vourla, in November.
Procris	10	Sir T. Pasley, Bt.	Sailed, from Cork, 1st November. 22d November, Cadiz
Rapid	10	C. H. Swinburne	20th November, left Portsmouth, for Gibraltar. Plymouth, 27th.
Rattlesnake	28	Hon. C. O. Bridgeman	20th September, Ionian Islands. October, Corfu.
Revenge	76	N. Thompson	August, Tenedos. Archipelago. 18th November, Malta.
Rifleman	18	F. T. Michell	November, Constantinople.
Samarang	28	W. F. Martin	Alexandria, October. Vourla. November, Archipelago.
Spartiate	76	F. Warren	August, Tenedos. 18th November, at Malta.
Wasp	18	T. E. Hoste	September, Egina. October, at Salonica.
Weazle	10	C. Basden	Malta.
Wellesley	74	F. L. Maitland	October, at Vourla. 15th November, at Smyrna. 18th November, at Vourla.
Windsor Castle	76	Hon. D. P. Bouverie	21st October, at Vourla. November, Smyrna. 18th November, at Vourla.
Wolf	18	R. Russell	28th October, Egina.
Sail 33	Guns 1162	Bombs 4	

AFRICAN STATION.

Commodore F. A. Collier, C.B.

Atholl	28	A. Gordon	3d September, sailed, from Gibraltar. 11th September, at Teneriffe. 9th October, at Sierra Leone.
Clinker	12	G. W. Matson	Fernando Po.
Medina	20	E. Webb	3d October, at St. Helena.
Plumper	12	J. M. Green	September, Sierra eone. Fernando Po.
Primrose	18	T. S. Griffinhooffe	August, Ascension. November, Sierra Leone.
Sybille	48	F. A. Collier, C. B.	Fernando Po. Whydah. Prince's Island. October, St. Helena. FLAG-SHIP.
Sail 6	Guns 138		

CAPE OF GOOD HOPE STATION.

Commodore C. M. Schomberg, C.B.

SHIPS.	GUNS.	COMMANDERS.	
Challenger	28	C. H. Freemantle	1st October, at Port Jackson.
Espoir	10	H. F. Greville	25th July, sailed, from St. Helena, for Ascension. St. Helena, 1st September. Cape, 25th October.
Falcon	10	H. G. Colpoys	July, at Mauritius. Seychelles. 20th September, Mauritius.
Jaseur	18	J. Lyons	Mauritius.
Maidstone	42	C. M. Schomberg, C.B.	25th July, at Mauritius. October, at Mauritius. FLAG-SHIP.
Tweed	28	Rt. Hon. Lord H. J. S. Churchill	September, sailed, from Cape, for Mauritius. Madagascar.
Sail 6	Guns 136		

EAST INDIA STATION.

Rear-Adm. Sir E. W. C. R. Owen, K.C.B.

Comet	18	A. A. Sandilands	Trincomalee, September.
Crocodile	28	J. W. Montague	August, Trincomalee.
Cruiser	18	J. E. G. Colpoys	July, Madras. 15th August, Madras.
Pandora	18	Hon. J. F. Gordon	May, at Malacca. 4th June, at Batavia. Java. Sailed, 25th August, Trincomalee.
Satellite	18	J. M. Laws	28th June, left Sydney, for Madras.
Southampton	52	P. Fisher	FLAG-SHIP. 7th August, at Trincomalee.
Success	28	W. C. Jervoise	15th June, arrived, at Sydney. 1st October, sailed, for Madras.
Zebra	18	R. Pridham	26th July, left Rio Janeiro. Cape, in September. Sailed, 18th November, for India.
Sail 8	Gun 196		

WEST INDIA STATION.

Vice-Adm. Hon. C. E. Fleeming.

Arachne	18	H. S. Nixon	July, at Barbadoes. August, at Vera Cruz, from Jamaica. 10th November, sailed, for Havana.
Barham	50	Sir J. Louis, Bt.	FLAG-SHIP. 22d September, Curaçoa.
Fairy	10	F. Blair	August, at Port Royal. 25th September, at St. Jago de Cuba.
Firefly	3	Lt. E. Holland	Coast of Cuba. Bahamas.
Grasshopper	18	C. Deare	August, at Curaçoa. 21st September, at Port Royal.
Harpy	10	J. P. D. Larcom	Jamaica. August, at Curaçoa. October, at Port Royal, from St. Jago.
Hyacinth	18	R. M. Jackson	8th January, 1830, sailed, from Plymouth, for West Indies.
Icarus	10	D. Mayne	July, at Curaçoa. August, at Port Royal.
Magnificent		H. Smith (a)	Port Royal. Guard-ship.
Mersey	26	G. W. C. Courtenay	September, La Guayra. At Barbadoes, from Demerara, October 21th.
Minx	3	Lt. J. Simpson (c)	New Providence.
Monkey	3	Lt. M. Cole	August, Bahamas.
Nimble	3	Lieut. J. Sherer	August, Bahamas.
Pickle	5	Lt. J. B. B. M'Hardy	Cuba. November, Jamaica.
Pincher	5	Lt. W. S. Tullock	August, Bahamas.
Ranger	28	W. Walpole	July, at Havana. September, Bermuda. Jamaica. November, at Cuba.
Shannon	46	B. Clement	August, at Curaçoa. 1st September, Havana. October 5th, Bermuda.
Skipjack	5	Lt. J. Rôche	Bahama Islands. Cruising.
Slaney	20	C. Parker (c)	August, at Curaçoa. Jamaica. Nassau, in September.
Sparrowhawk	16	T. Gill	20th October, sailed, from Portsmouth. 5th December, at Madeira, on way to West Indies.
Speedwell	3	Lt. J. Hookey	Bahamas. Jamaica, in September.
Victor	18	R. Keane	August, Isla Verde, from Jamaica. September, at Havana. October, at Jamaica.
Sail 22	Guns 320		

NORTH AMERICAN STATION.

Rear-Adm. Sir Charles Ogle, Bt.

SHIPS.	GUNS.	COMMANDERS.	
Champion	18	G. Scott	11th August, at Halifax, from Fernando Po. At Quebec, 11th September. October, at St. John's. Halifax, 10th October.
Columbine	18	J. Townshend	September, Quebec. 15th October, at Halifax.
Hussar	46	E. Boxer	FLAG-SHIP. September, at Quebec. 15th October, at Halifax.
Manly	12	Lt. H. W. Bishop	October, Newfoundland, from Labrador. 10th October, Halifax.
Rose	18	J. G. Dewar	8th September, Halifax. 22d September, St. John's. 12th October, Halifax.
Tyne	28	Sir R. Grant	Newfoundland, 25th October, Halifax.
Sail 6	Guns 140		

SOUTH AMERICAN STATION.

Rear-Adm. T. Baker, C.B.

Alert	18	S. Burgess	12th July, at Lima, from Guayaquil.
Algerine	10	C. Talbot	15th October, sailed, for Rio Janeiro, from Portsmouth.
Cadmus	10	SirT.R.T.Thompson,Bt.	July, at Rio. 10th September, Buenos Ayres. 20th October, at Rio.
Eden	26	W. F. W. Owen	September, at St. Helena. October, Sierra Leone. Sailed, for Rio Janeiro.
Forte	44	J. Coglan, C.B.	July, at Lima, from Guayaquil. Callao.
Heron	18	J. A. Duntze	July, at Ilay. August, at Valparaiso.
Lightning	18	T. Dickinson	21st September, sailed, from Plymouth. 2d October, Madeira. 5th October, Santa Cruz. Sailed, for Rio.
Sapphire	28	H. Dundas	June, Callao. July, Guayaquil. Panama, in August.
Seringapatam	46	Hon.W. Waldegrave (a)	30th July, at Madeira, from Brest. 22d September, Rio Janeiro.
Thetis	46	A. B. Bingham	14th August, at Rio. September, at Buenos Ayres. 27th September, sailed, for Valparaiso.
Tribune	42	J. Wilson	July, River Plata.
Volage	28	Lord Colchester	26th December, sailed, from Portsmouth, for Rio Janeiro.
Warspite	76	W. H. Shirreff	FLAG-SHIP. Rio Janeiro, August.
Sail 13	Guns 410		

COAST BLOCKADE AND PACKET SERVICE.

Ramillies	74	H. Pigot	Downs Station.
Hyperion	42	W. J. Mingaye	Newhaven.
Astrea	6	W. King	Falmouth. Packets.
Sail 3	Guns 122		

SHIPS ON PARTICULAR SERVICE.

Briton	46	Hon. W. Gordon	25th October, sailed, from Portsmouth, for South America.
Chanticleer	2	H. Foster (b)	Scientific expedition. 23d September, Cape of Good Hope.
Herald	Yacht	G. B. Maxwell	16th November, sailed, from Plymouth. 26th November, at Madeira.
Pallas	42	A. Fitzclarence	2d August, left Madeira. 16th September, at Rio. 19th October, at Cape.
Sulphur	Bomb	W. T. Dance	New South Wales.
Sail 5	Guns 90	Bomb 1	Yacht 1

SURVEYING SERVICE.

SHIPS.	GUNS.	COMMANDERS.	
Adventure	6	P. P. King	August, at Valparaiso. On her way to England.
Beagle	6	R. Fitzroy	August, at Valparaiso.
Blossom	16	R. Owen	16th September, sailed, from Portsmouth, for West Indies. 1st October, Madeira. 18th November, at Nassau.
Hecla	6	T. Boteler	Gambia. Sierra Leone. Fernando Po. September.
Investigator	16	G. Thomas	Shetland Islands. River Thames.
Mastiff	6	R. Copeland	Archipelago. Ægina.
Protector		Wm. Hewett	East Coast of England. River Thames.
Sail 7	Guns 56		

FITTING FOR SERVICE.

Childers	18	Chatham. Paid off 10th November, 1829. 21st November, recommissioned, for North Sea Station, by Com. R. Deans.
Druid	46	Plymouth. October 5th, paid off. 6th November, recommissioned, by Captain G. W. Hamilton, C.B.
North Star	28	Portsmouth. July, paid off. 12th December, recommissioned for West India Station, by Capt. Rt. Hon. Lord W. Paget.
Winchester	52	Chatham. 3d October, commissioned, by Capt. C. J. Austen, for the flag of Vice-Adm. E. G. Colpoys. West India Station.
Sail 4	Guns 144	

PAID OFF INTO ORDINARY, SINCE AUGUST 1829.

Alacrity	10	J. Nias	6th January, 1830, paid off at Portsmouth.
Espiegle	18	R. Elliot	15th January, paid off at Portsmouth.
Java	52	W. F. Carrol, C.B.	At Portsmouth, preparing to pay off.
Rainbow	28	Hon. H. J. Rous	25th August, paid off at Portsmouth.
Raleigh	18	Sir W. Dickson, Bt.	4th December, paid off at Woolwich.

PRIZE MONEY.

PRIZES ADVERTISED FOR PAYMENT IN THE LONDON GAZETTES, AS REPORTED TO THE TREASURER OF THE NAVY, DOWN TO THE 19TH OF DECEMBER, 1829.

WAR OF 1793.

HIND, for L'Aimable Juana, (Head Money,) capt. 23d April, 1798.—Pay. 11th Nov. 1829.—Agt. William M'Inerheny, 1, James-street, Adelphi.

WAR OF 1803.

ALACRITY, for Piratical Mistico, destroyed, capt. June 9, 1825.—Pay. Oct. 28, 1829.—Agt. William M'Inerheny, 1, James-street, Adelphi.

CAMBRIAN, for Greek Piratical Vessel destroyed, (Bounty Money,) capt. Jan. 31, and June 9, 1825, and July 27, 1826.—Pay. Oct. 23, 1829.—Agts. Maude & Co. 14, Great George-street, Westminster.

MEDINA, for Penha de França, Bounty Money for 184 Slaves, capt. Oct. 3, 1828; El Juan, Bounty for 407 Slaves, capt. Nov. 12, 1828; and Triumpho, Bounty for 127 Slaves, capt. Nov. 23, 1828.—Pay. Nov. 26, 1829.—Agts. Thomas Stilwell and Sons, 22, Arundel-street, Strand.

NORTH STAR, for Santa Effigenia, and Campeadora, (Bounty Money,) capt. Oct. 17, and Nov. 1, 1829.—Pay. Nov. 5, 1829.—Agt. John Hinxman, 72, Great Russell-street.

PRIMROSE, for Neuvo Virgin, Bounty Money for 354 Slaves, and Moiety of the Hull and Cargo, capt. July 28, 1828.—Pay. Nov. 26, 1829.—Agts. Thomas Stilwell and Sons, 22, Arundel-street, Strand.

SERINGAPATAM, for Piratical Vessel destroyed, (Bounty Money,) capt. June 9, 1825, and two Piratical Vessels destroyed, (Bounty Money,) capt. Jan. 31, 1825.—Pay. Oct. 28, 1829.—Agt. William M'Inerheny, 1, James-street, Adelphi.

SYBILLE, for Fanny, Bounty Money and Moiety of the proceeds of the Schooner, &c. capt. March 19, 1828.—Pay. Nov. 14, 1829.—Agts. Goode and Clarke, 15, Surrey-street, Strand.

VICTORY and SNIPE Tender, for Seizures, capt. between April 4 and July 29, 1829.—Pay. Oct. 6, 1829.—Agt. John Brenton, Portsmouth.

PRIZES ADJUDICATED IN THE HIGH COURT OF ADMIRALTY, AS REPORTED TO THE TREASURER OF NAVY, DOWN TO 21ST DECEMBER, 1829.

AMARANTHE, for La Venguer de la Perle.—Cond. June 25, 1829.—Pronounced to have been a Vessel of War, and 36 Men on board.

FRANCHISE, for La Petite Harmonie.—Cond. June 25, 1829.—Pronounced to have been a Vessel of War, and 22 Men on board.

INDEFATIGABLE, for Le Range, capt. Oct. 14, 1797.—Cond. July 18, 1829.—Pronounced to have been a Vessel of War, and 69 Men on board.

	Lords Commissioners of the Admiralty.		Principal Commanders-in-Chief.
1802. Peace.	Earl St. Vincent.	John Markham.	Portsmouth.—Adm. M. Milbank.
			Channel.—Adm. Hon. W. Cornwallis. R. Adm. C. Collingwood.
	Sir P. Stephens.	Wm. Garthshore.	Cork.—Adm. Lord Gardner.
			Plymouth.—Adm. Sir T. Pasley.
	Wm. Elliot.	Evan Nepean, (1st Sec.)	Downs.—Adm. S. Lutwidge.
			North Sea.—Adm. A. Dickson.
	Sir T. Troubridge.	Wm. Marsden, (2d Sec.)	Mediterranean.—Adm. Lord Keith, K.B.
	James Adams.		Cape.—V. Adm. Sir R. Curtis.
			Nore.—V. Adm. A. Græme.
			East Indies.—V. Adm. P. Rainer.
			Jamaica.—R. Adm. R. Montague.

No. of Ships in Commission at the commencement of the Year, with the Number Launched, Captured, or otherwise lost, during the Year.

Rate.	In Port and fitting.	Home Stations.	West Indies.	America and Newfound.	East Indies and Africa.	Mediterranean.	Total in Commission.	Launched.	Captured.	Wrecked.
Line	33	33	25	0	14	28	133	3	—	1
Frigates	61	26	35	2	15	55	194	2	—	1
Sloops	81	59	46	6	19	39	251	—	2	2

No. of Seamen and Marines, voted for first five lunar months, 130,000
. . . . . one lunar month . . 80,000
. . . . . remaining 70,000

No. of Commissioned Officers at end of the Year 1801, with the Promotions of 1802.

Rank.	Total.	Promoted.
Flag Officers	135	—
Post Captains	539	132
Commanders	408	132
Lieutenants	2371	208

ACTIONS, AND OTHER REMARKABLE OCCURRENCES.

January 12. At Jamaica, Capt. T. New, and crew of late sloop, Bonetta, were tried for her loss, and were acquitted, except the second lieutenant, T. Goakman, who, being asleep on his watch at the time, was sentenced to two years imprisonment, and mulct of his pay.

February 6. A combined French and Spanish Fleet, consisting of twenty-nine sail of the line, seventeen frigates, and seven sloops, under the command of Vice-Admiral Villoret-Jayeuse, Rear-Admiral La Touche-Treville, Rear-Admiral Ganteaume, and Rear-Admiral Lenois, and the Spanish Vice-Admiral Gravina, having on board 25,000 troops, under the command of Gen. Leclerc, arrived off Cape François, Island of St. Domingo, for the reduction of that place.

March 3. Sensible, 36, Robert Sauce, lost near Trincomalee. Capt. Waller was presented with a piece of plate, value 1000 sicca-rupees, for his attention to the trade on the Coast of Madras.—20. At Winchester Assizes, before Mr. Justice Le Blanc, was tried Lieut. Lutwidge, of Resistance, for the wilful murder of J. Fagan (seaman). Verdict, Manslaughter: to be six months imprisoned, and fined one hundred pounds.—29. Assistance, 50, R. Lee, lost upon a sand-bank, near Gravelines, during a fog: the crew saved, except two marines.

April 1. Lieut. W. H. Faulknor, was honourably acquitted for the capture of the Constitution cutter, by two French cutters.—8. Capt. Lee, late of the Assistance, was admonished by a Court-Martial, not to place so much confidence for the future in the Pilots.—18. Le Republic Française, 118, was launched at Rochefort.—29. The Marine Corps, for their very meritorious conduct during the war, first styled Royal Marines. Earl St. Vincent presented with a silk flag by the crew of the Ville de Paris.

May 13. Peace finally settled between England, France, Spain, and Holland, when Great Britain surrendered up all her conquests, except the islands of Trinidad and Ceylon. Malta was restored to the Knights of St. John of Jerusalem.—15. The Island of Marcou was delivered up. La Cygne, 44, Portuguese frigate, captured by the Algerines.—30. At Madras, Capt. J. Mackeller, of Terp-

sichore, dismissed the service, for tyranny. La Sybille, 44, Capt. C. Adam, captured L'Hirondelle, the only remaining privateer in the Indian sea.—21. The lighthouse, at Bornholm, was lighted up for the first time.

July 2. The Regency of Algiers, sent out two frigates, one of 46 guns, the other of 36 guns, four chebecs, two polacres, two schooners, and one brig, amounting to eleven corsairs: in six weeks they captured five Neapolitan vessels, two Spanish, one English, and one Genoese. Two French brigs were also detained, having on board dispatches, and a cargo for the French army in the Kingdom of Naples. Triumph, 74, Sir Robert Barlow, and a frigate, sailed for Algiers, and returned with full satisfaction from the Dey for the detention of the British vessel. France, America, Sweden, and Portugal also sent squadrons there for the same purpose, and obtained similar satisfaction.—7. Martinique given up to the French.—10. The Swedish island of Bartholomew given up to the British.

August 1. United States schooner, Enterprise, of 14 guns, Lieut. Sterrett, on her passage to Malta, had a severe action with a Tripolitan polacre of equal force: it lasted about three hours, when the polacre was captured. She had twenty men killed and thirty wounded: the American had not a man killed or wounded.

September 5. The Victor, 18, Capt. Collier, destroyed La Fleche, 22 guns, 170 men (French corvette), whilst lying in Isle of Mahé, Indian Ocean. In this very gallant action, Capt. Collier was the only person wounded.—10. In a heavy gale from W.S.W. the Fortunée and Diamond bore up for the Texel, but no Pilot being able to venture off, they both struck several times in going in, and owing to the Dover Pilot mistaking the buoy, the Fortunée ran on the sand, which the Diamond escaped, by anchoring: the gale so much increased during the night, that it was thought advisable to cut away the Fortunée's masts, she beat off her rudder, and was filling very fast, when the crew deserted her: next morning the Diamond got in the Texel, and five days after the Fortunée was weighed and saved.

October 6. A mutiny broke out on board the Gibraltar, Capt. Kelly, whilst on her passage from the rock to join the squadron in the Mediterranean. The two ringleaders were executed. On this occasion the Royal Marines received the thanks of Admiral Bickerton for their good conduct.

November 24. Vriede, Dutch ship, was wrecked near Dymchurch; out of four hundred and seventy-two persons, only eighteen were saved. Scout, 18, Henry Duncan, foundered off the coast of Newfoundland, crew perished; Fly, 14, Thomas Duval, foundered, crew perished, dates unknown. The Negro generals, Dessalines and Christophe, recover possession of St. Domingo.

RATE OF HALF PAY, AS ESTABLISHED FOR THE NAVY, ON 1st JULY, 1802.

	Per Diem. £	s.	d.
Admirals	1	15	0
Vice-Admirals	1	5	0
Rear-Admirals	0	17	0
Captains, thirty of the oldest	0	10	0
——— next fifty	0	8	0
——— rest, including Commanders	0	6	0
Lieutenants, first one hundred	0	5	0
——— second one hundred	0	3	6
——— rest	0	3	0
Masters, first twenty-five, if qualified for first and second rates	0	4	0
——— next twenty-five, if qualified for first and second rates	0	3	6
——— next seventy-five, if qualified for third rates	0	3	0
Surgeons, first twenty, if served nine years	0	5	0
——— next one hundred, if served seven years	0	3	0
——— next two hundred, if served five years	0	2	6

NUMBER OF SHIPS PUT IN ORDINARY IN EACH MONTH DURING THE YEAR.

Rate.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Total.
Line	29	3	18	4	10	5	0	69
Frigates	20	7	7	2	6	10	2	44
Sloops	16	13	6	6	13	4	6	63

	Principal Staff at Head-Quarters.	Principal Commanders-in-Chief, and Governors abroad.
1799.	Secretary-at-War. — Right Hon. W. Windham.	East Indies.— Lieut.-Gen. Sir Alured Clarke, K.B.
		North America.— Gen. H. R. H. Duke of Kent, K.G.
	Captain-General and Commander-in-Chief,* Field-Marshal H. R. H. the Duke of York, K.G.	Jamaica and its Dependencies.—Lieut.-Gen. Earl Balcarras.
		Leeward Islands.— Lieut.-Gen. Thomas Trigge.
	Adjutant-General. — Genera Sir W. Fawcett, K. B.	Continent of Europe.— Lieut.-Gen. Sir Ralph Abercrombie, K.B.
	Colonel Harry Calvert from 9th Jan.	
	Quarter-Master-General — General George Morrison.	Field-Marshal H. R. H. the Duke of York, K.G.
	Lieut.-Gen. David Dundas from 27 Nov.	
	Master-General of the Ordnance.— Gen. Marquis Cornwallis, K. G.	Minorca.— Gen. the Hon. Sir Charles Stuart, K.B.
		Cape of Good Hope.— Sir George Yonge, Bart. K.B.
	Lieut.-General of the Ordnance.—Gen. Hon. Sir W. Howe, K. B.	Gibraltar.—Gen. Charles O'Hara.
		On a Particular Service.†—Major-Gen. Thomas Maitland.

Total Number of Troops maintained by the Country, including Militia, Fencibles, and the India Forces 250,315

Expense of ditto, ditto . . . . . £ 9,833,834 9s. 4d.

DISTRIBUTION OF THE REGULAR FORCES.

Great Britain, Jersey, and Guernsey	52,051 ‡
Plantations, Gibraltar, Portugal, Cape of Good Hope, on Special Service, and New South Wales	27,137
East Indies (four regiments of Light Dragoons and twenty regiments of Foot) .	25,408

DISTRIBUTION OF THE EFFECTIVES OF THE ARMY IN IRELAND.

	Field Officers.	Captains.	Subalterns.	Staff.	Quartermasters, Trumpeters, and Drummers.	Serjeants, Drummers.	Rank and File.
Cavalry	64	81	205	70	496		5540
Infantry	126	340	861	187	2592		23,512

Militia and Fencible Infantry	127,286
Fencible Cavalry	7500
Provisional Cavalry	2202
Recruited	41,316
Discharged	8734
Killed or died in the service	5071
Foreign Corps in the service of Great Britain	4323
Expense of ditto	£173,735 18 7

MILITARY ACHIEVEMENTS AND OCCURRENCES, AND CHRONOLOGICAL EVENTS OF THE ARMY.

February 23. The Governor-General of India published a declaration of the causes that precipitated the necessity of an open declaration of hostilities with Tippoo Sultaun; and the most active military

* On the 7th September in this year, His Royal Highness was appointed Captain-General of all his Majesty's Land Forces in Great Britain, and also of his Majesty's Forces employed on the Continent of Europe.

† To America, Jamaica, and St. Domingo, in the Camilla.

‡ Including 5766 Invalids.

operations immediately commenced. A well appointed army was formed and put in motion, and the chief command bestowed on Lieut.-Gen. Harris.

March 5. The British army penetrate into the Mysore.—6th. Lieut.-Gen. James Stuart, in command of a field army, formed in Malabar for co-operation in the siege of Seringapatam, defeated at Sedaseer the army under the personal command of Tippoo.—27th. Lieut.-Gen. Harris defeated Tippoo at Malavilly. Colonel Floyd, with a brigade of cavalry, greatly distinguished themselves on the occasion. The loss to the enemy exceeded 1,000 men; that of the English was 69. The British corps principally engaged were the 19th and 25th Light Dragoons, and 33d Foot.

April 3. Great Britain, Austria, part of the German Empire, Naples, Portugal, Russia, Turkey, and the States of Barbary, form a second coalition against France.—8th. An order* was issued from the Horse Guards for the Disbanding the Fifth Regiment of Dragoons; and on the 10th, the order was carried into effect at Chatham.

May 4. The British, under Lieut.-Gen. Harris, stormed Seringapatam, the capital of Mysore. Tippoo Sultaun killed and his kingdom divided. Names of officers mentioned in the General Orders of Lieut.-Gen. Harris. Major-Gen. Baird, "for the decided and able manner in which he conducted the assault, and for the humane measures which he subsequently adopted for preserving order and regularity in the place." Colonel Gent, Major Beatson, Colonel Smith, Capt. Dowse, Lieut.-Col. Shawe, the Hon. Colonel Wellesley (now Duke of Wellington), Lieut.-Col. Moneypenny, the Hon. Lieut.-Col. St. John, Major Macdonald, Major Skelley, Lieut.-Col. Wallace, Lieut.-Col. Campbell (74th), Colonel (now Lieut.-Gen.) G. V. Hart, Lieut.-Col. James Dunlop, Lieut.-Gen. Stuart. "If, where all behaved nobly, it is proper to mention individual merit, I know no man so justly entitled to praise as Colonel Sherbrooke, to whose exertions I feel myself much indebted for the success of the attack." Major-Gen. Baird's report. "But the events of the 4th of May, while they have surpassed even the sanguine expectations of the Governor-General in Council, have raised the reputation of the British arms in India, to a degree of splendour and glory unrivalled in the military history of this quarter of the globe, and seldom approached in any part of the world. The lustre of this victory can be equalled only by the substantial advantages which it promises to establish in restoring the peace and safety of the British possessions in India to a durable foundation of genuine security. The Governor-General in Council reflects with pride, satisfaction, and gratitude, that in this arduous crisis, the spirit and exertion of our Indian army have kept pace with those of our countrymen at home; and that in India, as in Europe, Great Britain has found in the malevolent designs of her enemies, an increasing source of her own prosperity, peace, and power."—Lord Mornington's General Orders. Of the Adjutant-General of the army, the late Sir Barry Close, Lieut.-Gen. Harris observed: "If the success of this army has been of importance to the British interests, that success is to be attributed in a very considerable degree to Lieut.-Col. Close." Honorary medals were conferred on the officers engaged in this splendid service.

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* In this order it is stated, that his Majesty having taken into consideration representations made by the Lord Lieutenant of Ireland of the conduct of the regiment, is of opinion, "That the insubordination and departure from the discipline and principles which have ever distinguished the British army, therein exhibited, require, especially at these times of warfare and exertion, that they should be marked by a punishment which may be severely felt and long remembered, by those misguided persons who have been guilty of the atrocious acts of disobedience which have brought this indelible stigma on the corps, and may serve as an example to all others, of the consequences of such sedition and outrageous proceedings, and of his Majesty's firm determination to maintain subordination and discipline in his army, and to support the authority of his officers in the execution of their duty. It is on these grounds his Majesty's royal determination, that the Fifth or Royal Irish Regiment of Dragoons shall be forthwith disbanded." The gallantry of this regiment in 1798 has been recorded in our last Number. The cause of its disgrace we shall now briefly state. In May 1798, the 5th Dragoons were ordered to Lebaunstown Huts, a position seven miles from Dublin; and shortly after an order was issued for the strength of the regiment to march to Dublin. It was, however, directed, that a few men from each troop should be left behind, to take charge of the heavy baggage, sick men, and horses, &c.; subsequent to which, several small detachments were sent out to different stations. The officers who commanded them were instructed to receive eligible recruits. Many very fine looking fellows were accordingly enlisted, particularly at Castle Comer, and sent to head-quarters. Almost all of them, as the event afterwards proved, were rebel partisans, who enrolled themselves into the 5th Dragoons, agreeable to a preconcerted plan for surprising Lebaunstown, to which place all the recruits and men unfit for immediate service had been transmitted. A conspiracy was accordingly entered into by these new comers, in concert with the rebels in the adjoining mountains, the design of which was, that on a certain night, an attack should be made on the garrison. The recruits to a man were concerned in this plot, and the massacre of every loyal soldier was prevented only an hour before the scheme was proposed to take place. The conspirators were seized, and suffered according to their deserts. The regiment was sent to England, and remained some weeks in Chatham before its final dissolution, and was publicly thanked by Gen. Fox, for its exemplary good behaviour during a march of 200 miles on foot in this country, and its unremitting regularity while under his command.

June 5. The King reviewed 12,000 volunteers in Hyde Park.—22. A treaty of subsidy between England and Russia, for the disposal of 17,593 Russian soldiers for the expedition against Holland, was settled.

August 22. The Colony of Surinam surrendered to the British under Lieut.-Gen. Trigge and Vice-Admiral Lord Hugh Seymour.—27. A British force of 12,000 men landed at the Helder, under the command of Sir Ralph Abercrombie. An action ensued, which continued from five in the morning until three in the afternoon; but by the courage and perseverance of the troops, the enemy (under the command of Gen. Daendels,) was fairly worn out, and obliged to retire in the evening to a position two leagues in his rear. The British corps principally engaged were the 23d, 27th, 29th, 55th, and 85th Regiments of Foot. "It is impossible for me sufficiently to express my admiration of the bravery and conduct of the General and the whole army, or the unanimity with which our whole operations were carried on; the army and navy on this occasion having, (to use a seaman's phrase,) pulled heartily together."—Admiral Mitchell's Dispatch. The enemy sustained a loss of 1,400 men: that of the British was 454 in killed and wounded. Among the latter was Lieut.-Gen. Sir James Pulteney, who very much distinguished himself in this action. The evacuation of the Helder was its immediate consequence.—28th.* A reinforcement of 5,000 men landed under Major-Gen. Don.

September 1. Sir Ralph Abercrombie advanced and occupied the position of the Zuype, with his right to Petten and his left at Oude Sluys; Gen. Daendels having retired from it on the 30th Aug. in the direction of Alkmaar, upon the line of the Schermer.†—6. The 11th Light Dragoons (about 500), landed and joined Sir Ralph.—8. The Hereditary Prince of Orange arrived at the Texel and proceeded to the Helder.—10. The enemy made a general attack upon Sir Ralph's position, directing their principal efforts against the flank of the Slapper Dyke, which was defended by two brigades of Foot Guards, under Major-Gen. Burrard, and against the post of Crabbendam, which formed a salient angle in the position; and where they were resisted by Sir Ralph in person, with a proportion of the 20th Foot. Their attempts to force these and other points on the right and centre of the position, were gallant but unavailing; those made upon its left were weak and easily checked. They retired in disorder upon Alkmaar, with the loss of nearly 2,000 men, of which 1,200 were French, the latter having attacked the right. The British, who were much sheltered by the dyke and entrenchments, lost only 180 killed, wounded, and missing. Among the wounded was Major-Gen. (the late Sir John) Moore. Sir Ralph continued in his position, and between the 12th and 15th, three brigades of British troops, and two divisions of Russians, under Lieut.-Gen. Hermann and Major-Gen. Essen, disembarked at the Helder, and proceeded to the Zuype.—15. The Duke of York landed and assumed the command of the army.‡—19. Battle of Bergen. The Duke of York made a general attack upon the enemy's positions. The first operations were successful, but the hopes afforded by a brilliant commencement, were destroyed by the imprudent conduct of the Russian troops, under Gen. Hermaun; whose hasty valour caused them to overlook every precaution which the art of war prescribes, and led to their being surrounded in the village of Bergen, and finally repulsed, with very considerable loss, by an enemy inferior to them in number, but superior in science and prudence. The British lost in killed, wounded, and missing, about 1,100 men, of whom 49 were officers. The Russians in killed and taken 1,745, of whom 44 were officers, including Lieut.-Gen. Hermann taken, and Lieut.-Gen. Gerebzoff killed; and in wounded 1,225, of whom 49 were officers, including Major-Gen. Southoff. The enemy suffered also very considerably, and left 3,000 prisoners in the hands of the Allies, chiefly

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* On the same day possession was taken of the Naval Arsenal, at the Nieuwe Diep, and of the ships-of-war and Indiamen in it. 30th, Admiral Mitchell passed the Helder, and entered the channel which leads to the Vlieter, where the Dutch fleet was at anchor. Admiral Story, who commanded it, was summoned to surrender the fleet, to which he agreed, after some communication, and thus the maritime part of the expedition was realized in three days from the first landing of the troops.

† Here Gen. Daendels was soon joined by French troops, which arrived in great haste from Zealand and other parts, and on the 2d Sept. by Gen. Brune, who had the chief command in Holland. Upon the 8th, Gen. Dumonceau joined him with a Batavian division, when the total number of the enemy opposed to Sir Ralph Abercrombie amounted to 20,000 men, including about 7,000 French. Sir Ralph not having a force sufficient, or equipments, which could authorise farther progress, employed the interval between the 1st and 10th of this month in strengthening his position, and in taking every precaution which might enable him to resist an attack until the arrival of reinforcements from England, or of the Russians.

‡ On this day it amounted to 33,000 men, including 1,200 light cavalry, viz. 46 battalions and 10 squadrons: the whole of this force was, however, not assembled in the Zuype until the 18th. At this period the Duke possessed a superiority of force, of which it was material that he should avail himself as early as possible, to strike a decisive blow. The season was advanced, adverse winds, and other obstacles to the assembly of the several divisions forming his army, had produced delays which had enabled the enemy to collect the means of opposition from various quarters; and had in proportion damped whatever disposition might have existed in the country to favour the cause of the House of Orange. Finally, the operations of the Allies in Switzerland had taken a turn, which forbade an expectation that as a diversion, they would longer favour the attempt in Holland. All these motives contributed to induce the Duke to proceed with the utmost expedition to offensive measures.

taken by Sir James Pulteney's column.—26th. The third division of Russians, under Gen. Emme, and detachments of British from England, joined the Duke of York.

October 2. The Duke of York made a successful attack on the enemy, and compelled Gen. Brune* to abandon his position. The British loss amounted to 237 killed, of whom 11 were officers; 1,102 wounded, of whom 79 were officers, and 193 missing. That of the Russians was 13 officers and 157 soldiers killed and taken, and 20 officers and 403 soldiers wounded. Major-Gen. (afterwards Sir John) Moore was wounded early in the action, but did not quit the field until a second very severe wound obliged him to be carried off. Seven pieces of cannon and several ammunition waggons were taken from the enemy, whose loss in men was very great.†—3. Alkmaar occupied by detachments from Generals Dundas and Sir James Pulteney's columns.—6. The Duke of York pushed forward the advanced posts of the centre and right of his army, and the enemy were driven from the villages of Ackersloot and Limmen by the Foot Guards, from that of Baccum by the Russians, and from the ground before that village and the sea, by the reserve under Colonel Macdonald, without much difficulty. Thus far and no farther it was intended that these corps should proceed, preparatory to the general attack in contemplation, but Colonel Macdonald having followed the enemy too eagerly on the right, in the Sand Hills, and the Russians having advanced to Castricum, which it was not intended they should attack, brought on a contest between these corps and the reinforcement sent by the enemy, which, although it had no object, soon became a general action from Limmen to the sea, and was disputed on the right with great obstinacy, and with alternate success, until late in the evening, when the enemy were driven back to their position, and the Allies remained in possession of Baccum, and even of Castricum, from which a detachment made by Gen. Coote from Limmen had driven the enemy. The British lost in killed, wounded, and missing, 50 officers and 1,425 men.‡ The Russians 1,110, including officers.—7. The Duke of York retired to the lines of the Zuype.—10. The enemy pressed upon the left wing under Prince William (now Duke) of Gloucester, by which, however, they were kept in check until night, when it continued its retreat without being farther molested.—18. The Duke of York concluded an agreement§ with Gen. Brune for the evacuation of Holland before the 30th Nov.‖

November 1. The Duke of York embarked for England, leaving to Sir James Pulteney the final

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* Towards the close of the campaign, Major Gen. (now Gen. Sir George) Don was sent to the enemy's camp with a flag of truce. He was accompanied by Major (the late Colonel Vassall. The French Commander-in-Chief, Gen. Brune, pretending to suspect the motives of the mission, declared to the British General that he was determined to treat him as a spy, and contemptuously observed to Major Vassall, "Pour vous, Monsieur, je vous plaie:" to which that gallant officer boldly answered, "Sir, I disdain your pity, and am ready to share the fate of my General." After experiencing every kind of indignity, and having been twice led out for execution, these brave officers were at length released in June 1800, and allowed to return to England.

† The loss of the enemy would have been much more serious if Gen. Essen could have been prevailed upon to co-operate more vigorously in the attack upon the village of Bergen, the early possession of which might have rendered the retreat of the enemy's right very precarious.

‡ Although the Duke of York's army had repulsed the enemy, and maintained every post which it had occupied early in the day, the consequences of this useless action, and the loss sustained in it, rendered its effects equivalent to a defeat. It reduced the Duke's numbers at a moment when he had no expectation of farther reinforcement, and when the enemy's means were hourly increasing. He no longer possessed that superiority of force which was indispensable to the continuance of offensive warfare. The state of the roads, and the consequent difficulty of bringing up provisions and ammunition, the advanced period of the season, and the unfavourable position as a defensive one, which the army then occupied, added to the disappointment of the expectations of an insurrection of the Dutch people, rendered it very evident that no farther movement in advance, nor a continuance in the station then occupied, presented that prospect of advantage which could balance the risk attending them; and by the advice of Sir R. Abercromby and the other Lieutenant-Generals, the Duke was induced to abandon an enterprise, of which the increasing dangers were not compensated by any probability of success.

§ By this agreement, the prisoners were restored to the enemy, and this was the only condition which could, under all the circumstances, admit of hesitation. There was no restriction on the employment of the British or Russian troops, which were at once disposable for other objects; no restoration of the captured ships, which, though proposed and urged by Gen. Brune, was firmly resisted by the Duke, to the length of authorising Gen. Knox to break off the negotiation, if it should be farther insisted upon.

‖ British corps employed in the expedition to the Helder:—7th, 11th, 15th, and 18th Light Dragoons, Royal Artillery, Foot Guards, (battalions of each regiment); second battalion of Royals, 2d Foot, first, second, and third battalions of 4th, first battalion of 5th, first and second battalions of 9th, first and second battalions of 17th, first and second battalions 20th, 23d, 25th, 27th, 29th, 31st, first battalion 35th, first and second battalions 40th, 49th, 55th, 56th, sixth battalion 60th, 63d, 79th, 85th, and 92d Regiments.

execution of the agreement.—19. Sir James Pulteney left the Texel with the troops and ships which still remained in the road, and the enemy re-occupied the Helder on the same day.

OBITUARY, 1799.

Jan. 20. Gen. Gabriel Christie, Colonel-Commandant 60th Foot.

August 5. Major-Gen. William Robert Viscount Fielding.

Sept. 1. Gen. Francis Lascelles, Colonel 3d Dragoons, and Groom of the Bed-Chamber to his Majesty.

Oct. 4. Major-Gen. James Hartley, at Cananore, East Indies.

Nov. 6. Gen. Thomas Clarke, Colonel 30th Foot.

Nov. 13. Gen. Sir Thomas Shirley, Bart. 93d Foot.

Nov. 13. Gen. George Morrison, Colonel of the 4th Foot, and the oldest Staff-Officer in the service, having been appointed Quarter-Master-General in 1761.

Lieut.-Gen. C. W. Lyon. Lieut.-Gen. Harry Trelawny. Lieut.-Gen Wm. Martin. Lieut.-Gen. John Archer. Lieut.-Gen. Richard Dawson. Major-Gen. John St. Ledger. Major-Gen. Hon. Charles Monson.

GAZETTES.

MILITARY PROMOTIONS, &c.

FROM DEC. 25 TO JAN. 26.

WAR-OFFICE, JAN. 4.

LONDON GAZETTE, JAN. 5.

3d Regt. Foot.—Gen. Sir George Don, G.C.B. from 36th Ft. to be Col. vice Lieut.-Gen. Sir Henry Clinton, dec.

36th Ditto.—Lieut.-Gen. Sir Roger Hale Sheaffe, Bart. to be Col. vice Sir G. Don, app. to command of the 3d Ft.

48th Ditto.—Lieut.-Gen. Sir Thomas Hislop, Bart. G.C.B. from 51st Ft. to be Col. vice Gen. Lord Charles Fitz-Roy, dec.

51st Ditto.—Major-Gen. Sir Benjamin D'Urban, K.C.B. to be Col. vice Sir Thomas Hislop, app. to command of 48th Ft.

Memorandum.—His Majesty has been pleased to approve of the 14th Regt. Ft. being permitted to retain on its colours and appointments the word "Corunna," which was granted to the late 2d Batt. of the Regt. in commemoration of its distinguished conduct in the action near Corunna, on the 16th Jan. 1809.

FRIDAY, JAN. 8.

3d Regt. Foot.—Lieut. John Lukis, from 59th Ft. to be Paym. vice Boyd, dec.

59th Ditto.—Capt. Wm. Erskine Grant, from h. p. 6th West India Regt. to be Paym. vice Wright, dec.

OFFICE OF ORDNANCE, JAN. 6.

Rl. Regt. Art.—Gent. Cadet Wm. Harrison Askwith, to be 2d Lieut. vice Gosset, prom.; Gent. Cadet Franklin Dunlop, to be ditto, vice Beauchamp, prom.; Gent. Cadet Francis Dick, to be ditto, vice Strickland, res.; Gent. Cadet Alfred Tylee, to be ditto, vice Skinner, prom.; Gent. Cadet Edward John Jones, to be ditto, vice Alcock, prom.; Gent. Cadet Charles James Dalton, to be ditto, vice R. Luard, Prom.; Gent. Cadet Wm. Henry Forbes, to be ditto, vice Teesdale, prom.; Gent. Cadet David Edward Wood, to be ditto, vice Gore, prom.

Worcestershire Militia.—Crewe Henry Maunde, Gent. to be Ens.

WHITEHALL, DEC. 17.

TUESDAY, JAN. 12.

The Lord Chancellor has appointed Francis Hall, of Saffron Walden, in the County of Essex, Gent. to be a Master Extraordinary in the High Court of Chancery.

WAR-OFFICE, JAN. 11.

1st Regt. Lt. Drs.—Vet. Surg. John Mellows, from h. p. 18th Lt. Drs. to be Vet. Surg. vice John Jons, who exc.

7th Dr. Gds.—Cor. Henry William Atkinson, to be Lieut. by p. vice Osborne, app.; Henry Corbet Singleton, Gent. to be Cor. by p. vice Atkinson.

1st Regt. Drs.—Edward Littledale, Gent. to be Cor. by p. vice Mainwaring, whose app. has not taken place.

2d Ditto,—Capt. George Hobart, from h. p. to be Capt. vice William Henry Oram, who exc. r. the diff.

7th Regt. Lt. Drs.—George Edlin, Gent. to be Vet. Surg. vice Richard Dorville, who ret. upon h.p.

16th Ditto.—Cornet John Agar to be Lieut. without p. vice Seward, dec.; Thomas Westrop M'Mahon, Gent. to be Cornet, vice Agar.

1st or Gren. Regt. Ft. Gds.—Quar.-Mas.-Serj. Richard France, to be Quar.-Mas. vice Ferris, who res.

1st Regt. Foot.—Lieut.-Col. Charles Stuart Campbell, from 26th Ft. to be Lieut.-Col. vice Armstrong, who exc.; Hosp.-Ass. Joseph Steele, to be Ass.-Surg. vice Bryden, dec.

2d Ditto.—Lieut.-Col. John Gregory Baumgardt, from 31st Ft. to be Lieut.-Col. vice Williams, dec.; Ens. Lawrence Cragie, from 14th Ft. to be Ens. vice Hutchins, who exc.; James Hall, Gent. to Ens. by p. vice Cragie, who ret.

6th Ditto.—Ens. John Thomas Latham, to be Lieut. without p. vice Thompson, app. to 26th Ft.; Thomas Graham Egerton, to be Ens. vice Latham.

14th Ditto. — Ens. Henry Thomas Hutchins, from 2d Ft. to be Ens. vice Craigie, who exc.

17th Ditto.—Colin George Campbell, Gent. to be Ens. by p. vice Gossett, app. to 64th Ft.

26th Ditto. — Lieut.-Col. Richard Armstrong, from the 1st Ft. to be Lieut.-Col. vice Campbell, who exc.; Lieut. Michael Pointon, to be Capt. without p. vice Marshall, dec.—To be Lieuts. without p.—Lieut. Edward Regan Gregg, from 30th Ft.; Ens. Thomas Succombe; Ens. Thomas Earle Welby, vice Boyes, dec. To be Ens. without p.—Ens. Octavius G. Perrot, from 30th Ft. vice Strong, who exc.; Anthony Forbes, Gent. vice Welby. To be Adjutant, with the rank of Ens. — Serj.-Major Alexander M'Donald, vice Pointon, prom.

30th Ditto.—Lieut. James Poyntz, to be Capt. without p. vice Mann, dec.; Ens. Richard Henry Strong, from 26th Ft. to be Ens. vice Perrot, who exc.

31st Ditto. — Brevet-Lieut.-Col. Samuel Mitchell, from the Rifle Brigade, to be Lieut.-Col. without p. vice Baumgardt, app. to 2d Ft.; Ens. John Cassidy Stock, to be Lieut. without p. vice Strode, app. to 16th Ft.: Frederick Spence, Gent. to be Ens. vice Stock.

33d Ditto.—Ens. Abraham Whitfield, from 86th Ft. to be Lieut. without p. vice Fiske, cashiered by the sentence of a General Court-Martial.

34th Ditto.—Lieut. Henry Bristow, from 47th Ft. to be Lieut. vice Waddell, who exc.

40th Ditto.—Lieut. William Sergeantson, to be Capt. by p. vice Morow, who ret.; Ens. Thomas James Valiant, to be Lieut. by p. vice Sergeantson; Henry Furey Wakefield, Gent. to be Ens. by p. vice Valiant.

41st Ditto.—Capt. William Dempster, from h. p. to be Capt. vice Guinness, app. to 94th Ft.

44th Ditto.—Lieut. Arthur Arundel Browne, to be Capt. by p. vice Clarke, who retires; Ens. E. Stewart to be Lieut. by p. vice Browne; James Dunne, Gent. to be Ens. by p. vice Stuart.

45th Ditto.—Capt. Edward French Boys, to be Major, by p. vice Hilton, dec.

47th Ditto.—Lieut. William Robert Waddell, from 38th Ft. to be Lieut. vice Bristow, who exc.

49th Ditto.—To be Lieuts. without p.—Ens. Averell Daniel; Ens. John Macnamara, vice Stean, prom. To be Ens. without p.—John Myers Montgomery, Gent. vice Macnamara. To be Adjutant, with the rank of Ens.—Serj.-Major Arthur M'Ewen, from 98th Ft. vice Simpson, dec.

54th Ditto.—To be Lieut.-Cols. — Lieut.-Col. Mildmay Fane, from 98th Ft. vice Kelly, who ret.; Major Richard Murray, by p. vice Nott, who ret. To be Major, by p.—Capt. John Clarke, vice Murray. To be Capt. by p.—Lieut. Alfred Lord Harley, vice Clerk. To be Lieuts.—Ens. Frederick John Chinnery, without p. vice Henderson, app to 49th Ft.; Ens John Ross Wheeler, by p. vice Lord Harley. To be Ens.—Donald Macdonald, Gent. without p. vice Chinnery; Henry David Williams, Gent. by p. vice Wheeler.

62d Ditto.— Lieut. George Kirkaldy, from h. p. 39th Ft. to be Lieut. vice James Joseph Brett, who exc. r. the diff.

63d Ditto.—Major Joseph Logan, from Rifle Brigade, to be Lieut.-Col. by p. vice Battersby, who ret.

64th Ditto.—Capt. James Edward Freeth, to be Major, by p. vice Johnson, prom.; Lieut. James Draper, to be Capt. by p. vice Freeth; Ens. George Duberley, to be Lieut. by p. vice Draper; Ens. G. B. Gosset, from 17th Ft. to be Ens. vice Duberley.

77th Ditto.—John Edward Lewis, Gent to be Ens. by p. vice Whalley, prom.

81st Ditto.—To be Capts.—Capt. Edward Rowley Hill, from h. p. vice Ogden Creighton, who exc. r. the diff.; and Capt. John Ogilvy, from h.p. vice William Henry Langford Brooke, who exc. r. the diff.

86th Ditto.—John Scott, Gent. to be Ens. without p. vice Whitfield, prom. in 33d Ft.

90th Ditto.—Edmund Eyton, Gent. to be Ens. by p. vice White, who ret.

94th Ditto.—Capt. Arthur Guinness, from 41st Ft. to be Capt. vice Sadleir, who ret.

98th Ditto. — Lieut.-Col. Edward Fitzgerald, from h. p. to be Lieut.-Col. vice Fane, app. to 54th Ft.; Ass.-Surg. Robert Turnbull, from h. p. Cape Regt. to be Ass.-Surg. vice Lawder, prom. in 59th Ft.

Rifle Brigade.—To be Majors.—Capt. Arch. Steward, by p. vice Logan, prom. in 63d Ft.; Capt. William Johnston, without p. vice Mitchell, prom. in 31st Ft. To be Capts.—Lieut. John St. Vincent Saumarez, by p. vice Stewart; Lieut. John Allen Ridgeway, without p. vice Johnston. To be 1st Lieuts.—2d Lieut. James Dolphin, by p. vice Saumarez; 2d Lieut. Thomas William Smith, vice Ridgway. To be 2d Lieuts.—George Henry Cavendish, Gent. by p. vice Dolphin; Gent. Cadet Robert Petley, from Rl. Mil. Coll. without p. vice Smith.

The under-mentioned Lieut. actually serving upon h. p. in a Regt. of the Line, whose commission is dated in the year 1809, has accepted prom. upon h. p. according to the General Order of the 27th Dec. 1826:—Lieut. Francis Grant, from 24th Ft. to be Capt. of Infantry.

Unattached.—Major Ralph Johnson, from 64th Ft. to be Lieut.-Col. of Infantry, by p.; Lieut. John Osborne, from the 7th Dr. Gds. to be Capt. of Infantry, by p.; Ens. George Whalley, from 77th Ft. to be Lieut. of Infantry by p.

Memorandum.—Lieut. Peter Murdoch, upon h. p. 35th Ft. has been allowed to ret. from the service by the sale of an unattached commission.

TUESDAY, JAN. 19.

King's Cheshire Regt. of Yeomanry Cavalry.—2d Macclesfield Troop.—Peter Brown, Gent. to be Cor. vice Palin, prom.

FRIDAY, JAN. 22.

Central Glamorgansh. Squad. of Yeom. Cavl.—Charles Morgan, Esq. to be Capt.-Commandant, vice Nicholl, res.; John Lloyd Vaughan Watkins, Gent. to be Lieut. vice Morgan, prom.; Richard Franklen, Gent. to be Cor. vice Watkins, prom.; John Dillwyn, Gent. to be ditto.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

July 13th, 1829. At Government House, Sydney, the Lady of Lieut.-Gen. Darling, Governor of New South Wales, of a daughter.

Aug. 9th. At Madras, the Lady of Lieut. William Bremner, 47th Regiment, Fort Adjutant at Bellary, of a son.

Nov. 23. At Halifax, Nova Scotia, the Lady of Lieut.-Col. Loring, Inspecting Field Officer of Militia, of a son.

Dec. 27th. At Densworth-cottage, near Chichester, the Lady of Capt. Tomkinson, R.N. of a son.

Dec. 27th. The Lady of Lieut. T. Creser, of H. M. S. Ganges, of a son.

Dec. 31. At Longford, the Lady of Capt. C. G. Macgregor Skinner, of the King's Dragoon Guards, of a daughter.

Jan. 1st, 1830. At Gravesend, the Lady of Capt. Cole, R.N. Inspecting Commander of the Coast Guard, of a son.

At Cheltenham, the Lady of Commander Molesworth, R.N. of a son.

Jan. 5th. At Islington, the Lady of Capt. G. E. Baldchild, R.M. of a daughter.

Jan. 6th. At Brompton Barracks, Chatham, the Lady of Capt. T. S. Begbie, of the 82d Regiment, of a daughter.

At Densworth Cottage, near Chichester, the Lady of Capt. Tomkinson, R.N. of a son.

Jan. 10th. In London, the Lady of Major Livinston, of a son.

At Portsmouth, the Lady of Major C. Chichester, 60th Rifles, of a son.

At Little Hampton, the Lady of Lieut. Poyntz, 30th Regiment, of a daughter.

Jan. 20th. At Woolwich Common, the Lady of Capt. Frederick Arabin, R.A. of a daughter.

Jan. 24th. At Bath, the Lady of Col. Payne, of a daughter.

Jan. 25th. In Upper Berkeley-street, Portman-square, the Lady of Capt. R. Kirwan of a son.

At Kinsale, the Lady of Lieut. Henry Nason, R. N. of a son.

The Lady of Major-Gen. Graves, Barrack-master of Mullingar, of a son.

MARRIED.

In October. At St. Helena, Lieut. Edward Bunbury Nott, R.N. to Sarah Elizabeth, eldest daughter of Thomas Read, Esq.

Dec. 31st. At Inverness, Lieut. Arch. Frazer, late of the 75th Regt. to Elizabeth, eldest daughter of Mr. Kieth Thomson, Professor of Music, Inverness.

Jan. 5th. In Scotland, Capt. James Shaw Wyllie, Madras Army, to Agnes, eldest daughter of the late Alexander Miller, Esq. of Monkcastle, Ayrshire.

Jan. 7th. Lieut. E. S. Cassan, late of the 18th Royal Irish Regiment, to Isabella Sarah Cole Bowen, daughter of the late Henry Cole Bowen, Esq. of Bowen's Court, county of Cork.

Jan. 7th. Edward Verling, Esq. Master R.N. to Mary, second daughter of the late Florence M'Carthy, Esq. of Cork.

In London, Lieut. W. L. Tudor, of the 50th Regiment, to Miss M. Kitson.

Jan. 9th. At Bathford, Colonel Phillott, R.A. to Mrs. Shaw, relict of the late John Shaw, Esq. and daughter of the late T. Lowndes, Esq.

Jan. 13th. At Newbattle Abbey, Colonel Sir William Meynard Gomm, K.C.B. of the Coldstream Guards, to Elizabeth Anne, eldest daughter of the Right Hon. Lord Robert Kerr.

At Cove, Ireland, Major George Wilson, 65th Regiment, to Mary Elizabeth, daughter of William Lewis, R.N.

At Misterton, in Leicestershire, Lieut. C. H. Burnaby, R.A. to Charlotte Jane, second daughter of Thomas B. Oliver, Esq. of the Newarks, Leicester.

Jan 15th. By special license, in the Cathedral Church of St. Mary's Tuam, Capt. Henry Gascoyne, of the 34th Regiment, son of Gen. Gascoyne, Member for Liverpool, to Elizabeth, third daughter of his Grace the Lord Archbishop of Tuam.

Jan. 18th. At Greenwich, Lieut. William Dow, R.N. to Caroline, third daughter of the late Samuel Enderley, Esq.

Jan. 19th. At Stonehouse, John Monk Lambe, Esq. Purser, R.N. to Emily, second daughter of the late James Richards, Esq. of Hilston.

Jan. 20th. In London, Lieut. J. P. Johnstone, of the 21st Foot, to Anne, second daughter of the late James Zenley, Esq.

Jan. 21st. In Dublin, by special license, Capt. Stirling, 19th Regt. eldest son of Major Stirling, of Walworth, County of Derry, to Eliza Catherine, fourth daughter of Andrew Ashe, Esq. of Ely-place, Dublin.

DEATHS.

MAJORS.

Nov. 13, 1828. Ricketts, h. p. unatt.

Jan. 29. 1829. Cruice, h. p. 6th West India Regiment.

Nov. 14. Malcolm, 42d Foot, Cork.

CAPTAINS.

Oct. 12. Hall, Royal Marines.

Nov. 8th. Ravenhill, h. p. 91st Foot.

Nov. 20th. Curzon, h. p. 24th Dragoons.

LIEUTENANTS.

Sept. 25th, 1828. At Wareham, Phillips, late Royal Artillery.

May 9th, 1829. At Fort William, Bengal, Alexander, 16th Foot.

June 5th. At Cawnpore, Bengal, Mackrell, 44th Foot.

June 11th. M'Minn, h. p. 15th Foot.

July 10th. Hodson, h. p. 14th Dragoons.

July 13th. Waters, h. p. 25th Dragoons.

Aug. 12th. Thomas Wilson, h. p. 56th Foot.

At Antigua. M'Connell, h. p. 6th West India Regiment.

Nov. 23d. Blair, h. p. Artillery Drivers.

Painter, h. p. Royal Marines.

Averell, ditto.

Hawkins, ditto.

Millett, ditto.

Nov. 29th. At Roscommon, Falton, h. p. Royal Corsican Rangers.

Dec. 1st. Bradford, h. p. 40th Foot.

Dec. 4. Quarrier, h. p. 1st Foot.

SECOND LIEUTENANTS AND ENSIGNS.

April 30th, 1827. Sommers, h. p. 38th Foot.

Jan. 27th, 1829. Kinsman, Royal Marine Artillery.

May 16th. M'Lachlan, h. p. 56th Foot.

June 3d. Williamson, h. p. Royal Marines.

June 28th. Rogers, late Royal Marines.

Mackay, J. h. p. Royal Marines.

Bulkeley, ditto.

Thomas, ditto.

Denman, ditto.

Aug. 5th. Gundry, ditto.

Dec. 14th. At Bristol, Greenham, late of 10th Veteran Battalion.

May 25th. At Ghazeepore, Bengal, Paymaster Grant, 38th Foot.

June 9th. At Bengal, Veterinary Surgeon Ganly, 11th Dragoons.

QUARTER-MASTERS.

Oct. 21st. Scott, h. p. 11th Dragoons.

Nov. 21st. Macdonald, h. p. 7th Dragoon Guards.

COMMISSARIAT DEPARTMENT.

Dec. 10th, 1827. Dep.-Com.-Gen. Singer, h. p. Ireland.

Dec. 1828. Ass.-Com.-Gen. Hannagan, h. p. Ireland.

Dec. 13th. Dep.-Ass.-Com.-Gen. Louis, h. p. Corfu.

Oct. 31st, 1829. Commis.-Gen. Young, h. p. Scotland.

Dec. 10th. Commis.-Gen. Davidson, h. p.

MEDICAL DEPARTMENT.

March 14th. Dep. Purv. Morris, h. p.

March 25th. Surgeon Carter, h. p. 50th Foot.

Sept. 29th. Hospital-Ass. Grub, h. p.

Dec. 3d. At Fort George, N. B. Ass.-Surgeon Brydon, 1st Foot.

At Allahabad, Major Thomas Alexander Hepworth, of the Hon. East India Company's service, on the Bengal establishment.

Dec. 20th. At Bristol, Lieut. Charles Lockhart, R.N. His death was occasioned by a lock-jaw, supposed to have been produced by excessive cold whilst travelling.

Dec. 23d. At Tourney, Capt. Richard Foley, R.N. nephew of Admiral Sir Thomas Foley, G.C.B.

At Tenterden, in Kent, Captain Richard Jones, R.N. This officer was first Lieutenant of the Defiance, 74 guns, at the Battle of the Nile.

Lieut. Alexander Lighterness, R.N.

Lieut. James Grant Stuart, R.N.

Lieut. Richard Scanlan, R.N.

Lieut. John Elwin, R.N.

Lieut. Richard Pococke, R.N.

Jan. 1st. At Ethy House, near Lostwithiel, Vice-Admiral Sir Charles Vinicombe Penrose, in the 71st year of his age: he was attacked with paralysis on the 26th of last month, but continued in full possession of his faculties till the 29th. He was made a Captain 7th Oct. 1794; a Rear-Admiral 4th Dec. 1813; and a Vice-Admiral 19th July, 1821. He was an officer who had served much as a Captain in the West Indies and America, as Commodore at Gibraltar many years; on the north coast of Spain as Rear-Admiral, in co-operation with then Field-Marshal the Marquis of Wellington; and from 1815 to 1819, as Commander-in-Chief in the Mediterranean, with the exception of the short time Lord Exmouth commanded after Napoleon's escape from Elba. A memoir of the distinguished services of Admiral Penrose is in preparation, which we purpose giving in our next number.

Jan 2d. At Woolwich, suddenly of apoplexy, Brevet-Major John Taylor, R.A.

Lieut. Alexander Steele, half-pay, late of the 43d Light Infantry, Barrack-master at Belfast.

In London, Major H. Marley, half-pay, 83d Regiment, and late of the 3d Foot.

At Portsmouth, suddenly, Lieut. Edward Toon, R.N.

At Taunton, Lieut. John Hartnell Moore, R.N. son of J. H. Moore, Esq. of Cadeleigh Court, Devon.

The late Admiral Sir George Montagu, G.C.B. whose death appears in our last Number, stood second on the list of flag-officers, and had been sixty-six years in the naval service. Sir George was educated in the Naval Academy in the Portsmouth Dock-yard, and in 1779 commanded the Pearl frigate of 700 tons, and in her captured the Spanish frigate Santa Monica, of 900 tons, after an action of two hours, in which the Spaniard lost 83 men killed and wounded. He served the whole of the American war, and was employed in the Spanish armament in 1790, in the Hector of 74 guns, which ship he commanded in the beginning of the French Revolutionary war. In 1794 he hoisted his flag in the Channel fleet; and from the summer of 1803 to the end of 1808, he was Port Admiral at Portsmouth.

Vice-Admiral Frazer, whose demise was recorded last month, held the situation of Equery to his Royal Highness the Duke of Cambridge, was Vice-Admiral of the Red; was made a Captain in 1798, Rear-Admiral in 1811, and Vice in 1819. The Vice-Admiral in the late war, lastly commanded the Vanguard, 74, in the Baltic, where his exemplary, judicious, and persevering conduct respecting convoys proved, as well as all his other services, that he was sensibly alive to the best interests of his country. He had been in the service from nine years of age.

The late Gen. Lord Charles Fitzroy was born in 1764, and was the second son of the late Duke of Grafton. He entered the army in July 1782, as an Ensign in the 3d Foot Guards. In 1787 he was promoted to a company in the 43d Foot; and from 1787 to 1789, he was on half-pay. At the close of the latter year, he was appointed to a company in the 45th Foot, from which he was removed to a company in the 3d Foot Guards. He served with the brigade of Guards in Flanders during the campaigns of 1793 and 1794, and was present at the siege of Valenciennes, and at every action in which the grenadier battalion was engaged. His Lordship was appointed, 26th Feb. 1795, Aid-de-camp to his Majesty; and subsequently served on the staff of England and Ireland. The 4th June, 1814, he rose to the rank of General.

*** The death of Deputy-Purveyor James Mould, was erroneously inserted in our last Number.

METEOROLOGICAL REGISTER,

KEPT AT THE OBSERVATORY OF CAPT. W. H. SMYTH, AT BEDFORD.

DEC. 1829.	Six's Thermometer.		At 3 P. M.			Pluviameter Inches.	Evaporator Inches.	Winds at 3 P.M.
	Maxim. Degrees.	Minim. Degrees.	Barom. Inches.	Thermo. Degrees.	Hygrom. Parts.			
♂ 1	41·0	37·3	29·63	40·2	817	·006	·010	E. lt. breeze, with some fog.
☿ 2	41·2	38·8	29·55	40·2	821	·005	·010	S.E. fresh gale, very cloudy.
♃ 3	41·4	37·0	29·58	41·4	818	·007	·020	S.E. lt. breeze, still cloudy.
♀ 4	43·7	38·0	29·75	43·7	832	·006	·020	S. steady br. inclin. to clear.
♄ 5	45·0	39·8	30·08	43·5	851	·020	·005	S.W. lt. breeze, partly clear.
☉ 6	44·8	42·5	30·15	42·5	820	·020	·005	S.E. lt. airs, with heavy fog.
☽ 7	44·5	40·0	30·10	42·3	828	·005	·010	S.E. by E. lt. airs, still foggy.
♂ 8	43·8	36·3	30·08	43·0	836	·008	·015	E.N.E. nearly calm, cl. sky.
☿ 9	43·0	33·7	30·04	35·0	841	·035	·020	N.N.E. lt. airs, monot. sky.
♃ 10	39·2	34·0	30·05	38·3	830	·007	·030	S.W. wavering br. very hazy.
♀ 11	40·3	36·4	29·92	38·6	841	·006	·020	S.S.W. lt. airs, some sunshine.
♄ 12	38·9	37·2	29·85	38·9	842	·005	·025	S.W. variable airs, few sunb.
☉ 13	43·9	38·6	29·90	43·4	837	·003	·025	S.S.W. fresh breeze, fine day.
☽ 14	43·8	39·2	30·00	40·5	848	·007	·050	W. by S. lt. airs, damp fog.
♂ 15	40·2	36·8	30·03	37·8	861	·010	·025	N.W. calms & lt. a. dense fog.
☿ 16	38·8	37·5	29·96	38·8	867	·018	·010	N.¼W. lt. w. a few sunbeams.
♃ 17	39·0	36·7	29·68	37·0	861	·020	·020	W. variable w. partly fine.
♀ 18	39·2	34·2	29·51	35·4	815	·020	frozen	N.N.E. lt. airs, heavy snow
♄ 19	35·8	33·5	29·62	35·0	806	·036	....	N.N.W. fr. br. some sunshine
☉ 20	35·5	33·0	29·67	33·7	837	frozen	....	N.W. lt. a. brown sky, m. sn.
☽ 21	34·2	31·5	29·63	32·3	845	....	....	S.W. calms, heavy atmos. sno.
♂ 22	32·3	31·2	29·56	31·9	852	....	....	E. calm, dense atmos. so. snow
☿ 23	32·2	31·0	29·57	31·3	843	....	....	N.N.E. fr. br. sky still dark.
♃ 24	31·9	29·5	29·64	30·2	871	....	....	N. by E. fr. br. still darker sky.
♀ 25	30·8	28·0	30·12	29·7	881	....	....	N.N.W. lt. a. large fl. sn. fell
♄ 26	30·5	29·4	30·08	29·8	848	....	....	N. calm, light snow fell.
☉ 27	30·9	28·2	30·10	29·6	863	....	....	N.N.W. lt. a. large fla. sn. fell
☽ 28	30·0	24·8	29·99	26·5	853	....	....	N.W. light airs, dark sky.
♂ 29	27·5	25·5	30·08	27·0	873	....	....	N. by E. gen. br. sky r. lighter.
☿ 30	29·0	27·2	30·15	27·6	861	....	....	N. by W. lt. airs. very dark sky.
♃ 31	31·8	28·4	30·26	28·4	863	....	....	E. by N. lt. br. sky rather light

COLLOQUIES WITH FOLARD.

NO. I.

"'I wish, Trim,' said my Uncle Toby, 'I wish I was asleep.'"
TRISTRAM SHANDY.

LET me confess my weakness! It has become
—"my custom always of the afternoon"—
while sitting in mine easy-chair, and before a sea-coal fire, to fall, it may be for a good half hour, or by the mass a while longer, into a kind of doze or trance, which, believe me, of all the forms of sleep under Heaven—and blessed, as Sancho has said, was he who first invented sleep in any form,—is the most delicious and refreshing. And, moreover, seeing that it clears the head, composes the ruffled spirit, and invigorates the mind after the distractions of the day, it may be lauded also as the most thought-inspiring and intellectual in its quality. That it is brief, and snatched, as it were, by stealth from the day-season of care, and enjoyed with the half-closed consciousness of a too insecure and transient bliss, doth both sweeten its influence and enhance its fruition. Therein doth it but resemble the whole sum of earthly pleasure—fleeting, stolen at intervals from the thousand ills that compress us in this mortal coil, and possessed with the sad assurance of forecoming loss: it is, in a word, but the type of human happiness. In one respect only does this gentle, evening, fireside sleep, lack the closeness of comparison as the sweetest epitome of terrestrial pleasure: it is ever innocent and healthful! A point of faith which, at a befitting season —that is, after I have so slept—I am prepared stoutly to maintain, in the true spirit of an ancient disputant, against all comers whatsoever—against the canons of medicine and the fathers of physic.

Only if I were a married man, should I have any compunctious visitings on the propriety and advantage of this custom. In the cheerful family circle, to shut the dull oblivious ear to the gentle tones of womankind, or the merry peal of laughing prattlers, were—if wedlock be, indeed, as some have found or fabled—at best a discourteous and churlish insensibility: to say nought of the wilful loss, which it were heresy to doubt, of waking pleasure. But for me that am, "God bless the mark!" but an antiquated bachelor, with no domestic joys, no silvery notes to charm mine ear, or, it may be, no shriller pitch-pipe to fright me from my slumbers—why I, a lone animal in a green old age, deserted, and—save when the presence of mine ancient, true, and warm-hearted camarado lights up the solitude of my cottage—with no companionship but mine own poor thoughts, why surely I may fairly and freely indulge either my wakeful or my sleeping humours. And chiefly do I love that hour of wintry even-tide, when, the old soldier's frugal meal dispatched, the curtains of my sanctum close drawn, the hearth clean swept, the wind howling, or the rain pattering on the external world, I wheel my chair to front the genial blaze, discuss in its rays the ruby brightness of some three or four temperate glasses, and sink first to reverie—and next to sleep. It is then that the troubled lucubrations and musings of the day steal again over the involuntary sense with a gentle and a softer flow, falling upon "the mind's ear"

like the murmuring sound of distant waters, or blending the shreds and patches of incongruous realities into many-coloured visions of strange and fantastic semblance.

It is only when I have been occupied during the day upon the most arduous enterprise of my life—my great forthcoming work on the Pike, —that the engrossing pursuit of that all important theme has robbed me of the repose which appertains to this hour of peace; and upon such occasions am I wont to court my evening slumber over the pages of some gentle, even-tenoured author. With this intent it lately chanced, —after I had been deep busied through a rainy morning in the memorable controversy between my old favourite, Folard, and his antagonists —that, perplexed with conflicting doubts and by-gone conclusions, and having vainly sought to dismiss them in my accustomed slumber, I had recourse to a book which had just been sent to me from our village club. 'Twas a volume of the Colloquies between Sir Thomas More and the accomplished Montesinos of Keswick. With a charmed and soothing interest did I peruse the mystic philosophy of their spiritual symposium: yet not without sundry misgiving dubitations on the veracious report of those wondrous interviews. "Can such communings be," cried I aloud, "and are there really

'—— more things in heaven and earth—
Than are dreamt of in our philosophy?'

Would that I, too, might hold converse in the flesh with the departed worthies of my craft—would that I might, face to face, discourse with the venerable Commentator on Polybius, touching certain passages in his theory."

The words were scarcely uttered, when incontinently I seemed to fall into a deep and heavy slumber, and I beheld, as plainly as thou seest me, a form seated over against me in the morocco-cushioned chair, which I intuitively recognised for the martial presence of the Chevalier de Folard.

I know not how it was, but I have preserved no distinct recollection either of the entrance of the Chevalier, or of the first interchange of salutations, or yet of the commencement of our colloquy. I can only remember that, as I was vainly preparing to muster up my poor small stock of French to welcome him in its most courteous phrases, he at once, and strange it seemed, relieved my pains by addressing me in marvellous proper English.

"Then," he proceeded, "in fact, Montesinos,—"

"Your pardon, Chevalier," interrupted I, bowing rather stiffly; "my name is *not* Montesinos: I had some reason to hope, as I have already passed an unworthy tribute to your memory in certain fugitive trifles, that my real appellation might not be altogether unknown to you."

"It is my turn to apologise," said my companion, but with a cool, civil, sarcastic smile, that was infinitely disconcerting. "You have the advantage of me: but, sooth to say, the periodicals and other ephemerals do so seldom reach us where I come from, that,—that, in short, my good friend, I shall be happy to be informed in what manner I have had the honour to become your debtor."

And here I cannot help stopping to remark, that the Chevalier did

certainly appear, throughout our whole colloquy, either exceedingly ignorant of many matters in which he might be supposed to be thoroughly instructed, or else provokingly intent upon concealing his knowledge; nor can I recollect to have extorted from him a single idea which I had not previously gleaned, either from his own writings or other books and sublunary authorities. But this uncommunicative humour must be common, I suppose, to such visitants; for I have observed the same characteristic in Montesinos' friend, Sir Thomas More. Though it is remarkable that, by the report of the poet himself, the defunct Chancellor was much better acquainted with his deserts, than the defunct Chevalier was with mine:—but this was doubtless owing to the celebrity of Montesinos.

Passing from this humiliating comparison, it were to little purpose that I should relate how successfully I at length persuaded the Chevalier of my claims to his respect, of the extent of his own obligations to my eulogies, and of the probability that his fame would be still farther extended through my labours. Suffice it to say, that we soon became excellent friends: though I could not avoid noticing that he drank no wine, and rather coldly repulsed all my offers of corporeal refreshment.

"I highly approve of your project," said the Chevalier, "provided that, like myself, you deduce all the principles of modern strategy from the practice of classical antiquity."

"Therein,—I pray you bear with my ignorance, my dear Chevalier, but,—therein I confess I cherish some doubts, which I would fain have resolved from your own lips. Besides, the theory, with all due deference to your own immortal work be it spoken, the theory has become somewhat obsolete and old-fashioned; and I question whether the world would now endure to hear it revived. I fear me, I should only be laughed at for my pains: I fear me, Chevalier, that the study of the martial science of antiquity is scarcely cultivated with becoming ardour by our *militaires* of these days."

"The greater the pity," exclaimed my companion, "that the enduring lessons of strategy bequeathed, even to your times, by the great masters of antiquity, should have ceased to be studied with the delight and veneration which they are so well calculated to inspire. Your contemporaries, I presume, still worship the poesy, the eloquence, the philosophy of the classical ages: but I tell you, that not the revival of learning and taste was more attributable to these treasures of the schools, than was the revival of the military art to the immutable principles of strategy which are to be gathered from the pages of Xenophon and Polybius and Cæsar. The scholars and poets of the sixteenth century did not ply 'the labour of love' more devotedly to imbue their minds in classical lore, than did the greatest captains of the age which followed to form their science upon the institutions and practice of antiquity. The famous Prince Maurice of Nassau, who ought to be regarded as the first restorer among the moderns of the military art, for he first restored the infantry to its true value as an arm ——"

"You forget the Bohemian bands of John Zisca, Chevalier," interrupted I boldly, "and the stalwart Swiss: it was little, I guess, that either had heard of the Greek phalanx of pikes, when they learned to set shoulder to shoulder, and overthrew the pride of the old chivalry."

"Mere unwieldy masses, with the sturdy power of repulsion in them, it is true: but *sans* all capability of locomotion. For Zisca and his tactics, *you* can know nought of them, whatever *we* may in the other world: but, for the defective skill of your Switzers, witness the battle of Marignano—that combat of giants, as old Trivulzio called it—in which they suffered even the slow working artillery of those times to mow them down by hundreds and thousands, won the battle without knowing how to seize the victory, and finally retired, as they had advanced, with the same undaunted countenance, and the same inability to move off a right line. No, I had not forgotten the Swiss phalanx: but, certes, the brave mountaineers were no tacticians; and I was proceeding to observe that Maurice of Nassau was the true restorer of science, because, of all the moderns, he first taught infantry how to move; and his confession is extant, that his principles were borrowed from those of the Roman art. So, also, the great Gustavus Adolphus, in whom all the best qualities of a hero were blended with the learning of a scholar, but followed in the footsteps of Maurice, and like him used the experience of antiquity to aid the inspiration of his own genius. His example and those of our Duc de Rohan and Montecúculi, who in their writings avowedly cite the ancients for their model, all combine to prove that the Swedish, the French, and the German, the most celebrated schools of warfare in the first half of the seventeenth century, were each founded on the same classical original."

"But you say nothing of the Spanish and Italian infantry, those formidable bands which existed long before the days of Maurice and Gustavus. *Their* organization at least knew nothing of the pedantries of ancient science: yet for one hundred and thirty years they were the terror of Europe, until—"

"Yes, until the battle of Rocroi, which may truly be designated as the crisis of the struggle between the rude tactics of the middle ages, and that of the system which revived the strategical science of antiquity. On that fatal day, the flower of the Spanish and Italian bands, drawn up, according to the practice of their service, in one dense and almost immoveable mass, without support or reserve, were assailed by the reiterated onsets of an enemy far inferior, doubtless, in unyielding steadiness and veteran discipline, but arrayed on the Roman model, and directed by the youthful genius of a Condé. They were annihilated; and with them fell the power and the martial reputation of Spain: from that hour to this she has never had an army. It is evident that, amidst the improvement in military science which marked the progress of the seventeenth century, no change had been introduced into the organization of those Spanish bands. Their high reputation in Europe,—which, by the way, is curiously exhibited in the universal reception of the terms of their language into the martial vocabulary of every nation of the times—might naturally render them bigoted to the system under which their glory had been acquired."

"Quite characteristic, too, of the Castilian pride and obstinacy, to disdain imitation."

"Perhaps it was: their infantry had been originally exercised in the Italian wars of Ferdinand the Catholic, and Charles the Fifth; and its success on the same brilliant theatre is generally ascribed to the

system upon which it was trained by Pietro Navarro. By that system it triumphed over the gallant *gens-d'armerie* of France, with their attendant rabble rout of undisciplined foot, as the mountaineers of Uri and Underwald had triumphed before; and in that system did its leaders persevere for nearly a century and a half to its final ruin. They seem to have taken no note of time; and for aught that can be discovered to the contrary, they fought in the same array at Ravenna and at Pavia, at Nordlingen and at Rocroi."

"It is strange," said I, "how keen and intense an interest is always awakened within me by but a word which recalls that memorable epoch in warfare—distinguish it as you will—that epoch commencing with the invasion of Italy by Charles VIII. of France, and ending only with the close of the Thirty Years' War. Your mention of Nordlingen, *par exemple:* how many images of the old strategy doth not that mere sound in an instant conjure up. Horn, the illustrious Duke Bernard of Weimar, and their Swedish regiments, the veterans of Gustavus; the king of Hungary, and John de Wert, and their German Imperialists, the relics of Tilly and Waldstein; the Cardinal-Infant of Spain, Ottavio Piccolomini, and those Spanish and Italian bands, flushed with the pride of a century of victories, who with their gallant young prince—far less priest than soldier—were boldly traversing Germany from the Milanese to the defence of the Low Countries:—there to find the common grave of their existence and reputation. Yes! the battle of Nordlingen does indeed swell to the memory with all the pride, pomp, and circumstance of glorious war:—yet its fame owes much to the power of association and the genius, not of arms, but of art. Did you ever, my dear Chevalier, see Rubens' picture of that field?"

"In faith, I have," said my companion, "and few sights had, in the flesh, more power to quicken the current of my blood."

"It is, indeed, a very jewel of a battle-piece, not to be looked upon without lively emotion; and I rejoice that it is numbered among the treasures of this land, for it adorns the splendid abode of our monarchs, the royal halls of Windsor. Remember you that group, their eager anxious gaze intently fixed on the progress of the fight: the young King of Hungary, his fair-haired cousin prince, that strange compound of cardinal and hero, before the full age of manhood,—and black John de Wert, the very opposite of both in years, mien, and aspect?"

"I remember that group full well: yet," added the Chevalier, with a smile, "Nordlingen has better claims to historical remembrance than a few square feet of well painted canvass. It was the only occasion on which the old Spanish infantry were put to trial against the Swedish regiments—and the issue was a complete overthrow and a bloody rout to the veterans of Gustavus."

"Yet the result scarce tallies with yonr own theory, Sir Knight: since, by that, the Swedish array and the revived tactics of antiquity should have had the mastery."

"To that very end, Senhor Soldado, would I adduce it for notice: lest, without explanation, the event should be misconstrued into a proof of the superiority of the Spanish to the Swedish tactique; while in fact it was only a chance exception to the general merits of the two systems. The battle of Nordlingen was fought only some eight or

nine years before the fatal field of Rocroi;* and the two trials might seem to entail opposite conclusions on the value of the Spanish array. Yet the circumstances of each differed too widely to admit of our assigning equal weight to the events in the opposite balance. At Rocroi, your Spaniards had the fairest field—namely a plain—for the action of their phalanx; superior numbers; a commander of veteran experience in their school, the old Conde de Fuentes; and at least as strong an incentive for their gallant bearing in the memory of ancient renown, as their opponents had in the presence of a prince of the blood. And their destruction is referred by all contemporary authorities to the inherent vice of their tactics. But, at Nordlingen, the Swedes fought under every disadvantage; they were weakened and dispirited by the feuds of their leaders, Horn and Weimar; and their enemies were far superior in number, strongly posted, and animated to enthusiasm by the presence of the two gallant young princes, who, at the head of the German and Spanish soldiery, represented in the field on the same day the imperial and royal branches of the house of Austria. You remember the tribute which their contemporary Gualdo, in the plain and simple language of a soldier, has rendered to the gallant emulation of the King of Hungary and the Cardinal-Infant. 'They won immortal glory in this battle; to the wonder of all men, were always amidst the musket-shot, void of fear; and replied to the counsel of those who would have had less exposure of their persons: 'Let such princes as are afraid keep them within their royal palaces, and not come to an army.' No; the battle of Nordlingen proves nothing either against the strategical system of Gustavus, or in favour of that of the Spaniards. To say nothing of the disparity of numbers and position, it was lost by the dissensions of Horn and Weimar, and won by the gallantry of the Austrian princes, and the enthusiasm which their conduct inspired in their generals and followers. The battle of Nordlingen was, however, one of the most memorable and brilliant in the period of which you have been speaking."

"The whole of that period is, to my apprehension, the most attractive in the military history of the world. Whatever may be our different views of the origin of the modern science, we shall at least agree, on the mere question of time, in referring its rise and gradual improvement to that same memorable epoch, which embraces the sixteenth and the first half of the following century."

"Assuredly: on that question there cannot be two opinions. And if you survey the history of that period, you will observe that, throughout it, Europe always afforded some great arena, on which the essays of the art were continuous and the advance of science incessantly progressive. The scene might vary; but on each the actors of successive systems were put to the encounter, until, in the collision, those principles of strategy were evolved, which have become the recognised foundation of all modern tactics. In the course of that century and a half, there may be marked three distinct and successive schools of warfare, of which ITALY—the LOW COUNTRIES—and GERMANY, afforded in turn the chief theatre.

"Thus, when the formation of a regular infantry had superseded the

* A. D. 1634—1643.

feudal array of the middle ages, it was in Italy that the nations of Europe—the Swiss, the French, the Germans, and the Spaniards—strove for the mastery; and the native levies of that fair and ill-fated land, obeying her destiny, which in the language of her poet was,

'Per servir sempre, o vincitrice, o vinta,'*

conquering or conquered, still to be enslaved, mingled in the quarrel of the stranger but as the hirelings of the strife. Through the long contest which terminated in the subjugation of Italy to the imperial arms, the Spanish infantry, by the superiority of their organization and discipline, the genius of their commanders, and the constancy and valour which were their national qualities, were left the victors of a hundred fields; and their achievements, which were emulated and shared by their Italian subject-allies, raised their character to the highest renown throughout Europe. It was then that from Italy were drawn those forces and tactics which, in the last half of the century, were put to trial on a more northern theatre. When the cruel bigotry of that tyrant Philip II. drove his Flemish subjects to revolt, the flower of the veteran Spanish and Italian infantry were transported from the Milanese to the Low Countries; and the long wars in those provinces became the second school of modern strategy, to which the martial spirits of every nation in Europe thickly resorted. There, were that consummate general Alessandro Farnese, the renowned Duke of Parma, and his not unworthy successor Spinola, with the Spanish and Italian veterans, opposed by the two accomplished heroes of Nassau, father and son, the first William and the still more illustrious Maurice, trained by whose genius the raw levies of the patriots, and the gallant bands of gentlemen who thronged to his camp from every Protestant country of Europe, were taught to contend on equal terms with their more experienced opponents. In that contest were exercised also various bodies of Swiss and German troops, as well as many of the distinguished officers of the latter nation who afterwards served in the religious wars of their own country."

"There also, forget not, so please you, Chevalier, were the valour of my countrymen and the martial talents of several of their leaders signally illustrated: Willoughby, and Sidney, and Norris, and Vere. Since the conquests of our fifth Harry were won and lost, the English had mingled little in the wars of the continent; and for lack of foreign adventure, their military spirit had partaken something of the same rust with their arms. Except in the victory of St. Quentin, they had scarcely won a foreign trophy since the beginning of the century, until, in the school of Maurice, these 'English auxiliaries' of the Low Country wars won immortal honour. Witness the successful sieges of Gertruydenburg and Groningen, the heroic defence of Ostend, and the victories at Turnhout and Nieuport, in the latter of which—the best achievement of Maurice,—the English infantry under Vere led the van of the Confederates, overthrew and routed the Spanish veterans, and slaughtered five thousand of their number."

"True: yet how does even the memory of these Italian and Low Country wars sink and dwindle into nothingness, before the transcendant in-

* Filicaja.

terest of the Thirty Years' conflict which succeeded in Germany! And this it was which formed the third school in the rise of modern military science; beyond all comparison the most illustrious and extensive of the three. For, what a host of great names and great achievements crowd the stage on that gigantic theatre of strategy: Gustavus, Weimar, Banner, Horn, and Torstenson; Tilly, Waldstein, De Wert, and Pappenheim; Piccolomini and Montecúculi; Rohan, Condé, Turenne. In that age was Germany but one vast battle-field, in which the soldiership of every nation of Europe was sternly tried to the utterance: the Swede, with his volunteer confederates, the Englishman and the Scot; the Austrian, the Saxon, Bavarian, Bohemian, Hungarian, and the wild Croat; the Frenchman and the Switzer; the Spaniard, the Italian, and the Walloon. That was indeed the stirring age of battle and beleaguer; the age to which, if you would trace the foundation of modern science, your research and your study must be intently given."

"And yet, Chevalier, when that foundation has been traced, the result of the search, according to your theory, would but lead us back to the ages of classical antiquity."

"Certainly, as I contended in my own age, the general principles on which Maurice and Gustavus, and the greatest commanders who immediately followed them, based the conduct of their art, were avowedly borrowed from the science of antiquity. The general principles of strategy only, observe me: for the details of their operations were varied by the changes introduced through gunpowder and its artillery, by the opposite forms of ancient and modern polity and morals, by the different constitution of ancient and modern society and civilization, by, in short, the thousand accidents of time and fate. But still, under all these external appearances of dissimilarity, I maintain, that at bottom your moderns have been—even by their own confessions—but the mere imitators of the ancient strategists."

"But granting, as you contend, that the principles of all modern strategy were originally borrowed by the great generals of the seventeenth century from the practice of the ancients, to what purpose, may it not be answered, should a man at this time of day burrow like a mole into the darkness of antiquity, or smother himself in the rubbish of forgotten controversy, merely to discover what no one will care to hear,—as, whether or not the Quincunx continued to be the Roman order of battle after the Punic wars—whether the Legion or the Phalanx presented the preferable array—whether the Ballista or the Catapulta respectively threw stones and darts, or, *mutatis mutandis*, darts and stones? To what purpose, in these gunpowder ages, should we perplex ourselves in fanciful inquiries, whether the dense masses of Tilly and Waldstein imitated the close order of 'The Ten Thousand,' or the smaller and more manageable battalions of Gustavus were modelled on the cohorts of Cæsar—whether our trenches and cavaliers are but the repetition of vineæ and aggeres, and our parallels and approaches but a tame copy of an ancient beleaguer? If the elements of modern strategy were indeed derived from the principles of ancient warfare, the improvement of the art has long since obliterated the traces of a common origin: if the modern practice has proceeded from the example of antiquity, it will assuredly never return to it. The

rapidity of our operations sets at nought all the rules and calculations which applied to the heavy movements of an infantry encumbered with armour; the distant effect of our fire-arms, by which alone the event is decided in nine cases out of ten, without any actual collision of masses, would render nugatory every attempt to restore an order of battle designed only for combatants, with whom to close was the only means of engaging; but above all, the prodigious projectile power, the vast range, and the tremendous execution of our artillery, have immensely extended the arena of battle, and enlarged the compass and theatre of action, far beyond all the most gigantic conceptions or provisions of your ancient strategy. Of the ancient sieges, we will say nothing: for what man in his senses ever thought of comparing the elaborate and aimless efforts of their most powerful engines, with the stupendous but simple operation of a ten-inch mortar, or a four-and-twenty pounder of the battering train?"

I paused: for I suddenly recollected that in my warmth I had rudely jostled the favourite hobby of my companion. He perceived my embarrassment, and by his good-humoured bearing immediately re-assured me:

"Fear not, my good friend, that you should offend those prejudices which once bound me fast in the flesh. In the intermediate state of existence which I now enjoy, though we retain our habits of mind and stores of knowledge, the dispositions and affections which we brought from your world, yet we have this advantage over our former selves, that we are divested of all those passions which cloud the intellects and warp the understandings of men; and thus having a clearer and more comprehensive survey of every subject, we are enabled to exert our reason on causes and consequences, unfettered by our earthly prejudices."

I listened with profound reverence to this admirable metaphysical account of the soul's condition in Limbo: though, upon since looking at the dialogues of Montesinos, I verily believe my ghost must have stolen the whole passage from his brother shadow the Chancellor.

"Perceiving wherein I judged rightly, and wherein I erred," continued the Chevalier, "I am now prepared to concede to you that, in the matter of the beleaguer, the ancients did lack something of the refinement and rapidity of modern science. Yet how deeply interesting are all the details of their sieges—how enchaining the narrative of their herculean labours—their gigantic constructions—their artful chicanes! We have nothing to compare to it in our times: a modern army would not throw up in twenty weeks such an agger as Cæsar's legionaries were wont to raise in as many days."

"Very possibly: and these things may be matters of wonderment and interest to the mere military antiquarian: it may only still be asked you, to what practical purpose should they engage the attention of the professed military student? What has the modern soldier to do with antiquity?—

'What's Hecuba to him, or he to Hecuba?'"

"Perhaps not much: yet I know not why the usages and science of other ages should not, in his vocation, be a subject of rational curiosity to the soldier, as well as to the follower of any other pursuit. To trace

the origin and progress of art, is, in every other branch of knowledge, held to be a laudable and useful occupation: tending to methodize and improve our conceptions, to enlarge our views, and to assist and stimulate our intelligence. And why not equally in the profession of arms? Credit me, there are worse employments for the soldier's 'hours of idlesse' than the inditing of even a passing commentary on the revolutions of the art."

"The Chevalier de Folard," replied I, "might need to offer no apology for treating of the high concernments of the ancient strategy. The distinguished services of fifteen campaigns, and the qualities of soldiership which won the esteem and confidence of the hero of his age—the Twelfth Charles of Sweden—avouched his title for the office. But for the humble and unknown to venture in his footsteps, were to encounter the reproach of the sophist, who presumed to lecture on the art before the renowned Carthaginian—or to be justly accused, like Michael Cassio, of 'mere bookish theorick—prattle without practice.'"

"Yes, if the study and observation of the past were indeed to be justly confounded with the pretence of offering instruction on the modern science. But it needs no high pretension to unfold the historical progress of the art, not from set dissertations and treatises which are fit only to moulder in the dust of departed miscellanies and obsolete encyclopedias, but in the living pages of the old writers: of those commanders of imperishable renown, who have themselves bequeathed to your times the authentic impress of their minds and achievements—the lessons of their genius embodied in the simple record of their glories; of those actors of inferior note, yet still their worthy companions or faithful followers—the sharers, the witnesses, or at least the hearers of their deeds, whose pens, animated by the excitement of their theme, have left the world the genuine portraitures of their great leaders, familiarized men's perceptions with the lineaments of the mighty dead, and sketched to their mind's eye the whole moving panoply and gorgeous pageant of by-gone war. Content you with endeavouring well: to these faithful chroniclers be your attention given; to discuss their records, especially during the period of which we have conversed, as embracing the rise of modern science, shall I, perchance, become your frequent visitor and counsellor. At present, the night grows late, and——"

"It's already near twelve," said a hoarse voice, "and sitting up o' these cold nights will do your honour's rheumatiz ——"

I made an effort to start from my chair and rebuke the inhospitable intruder; but my guest had disappeared in a trice, and I was immediately sensible of a reeking sulphureous odour which filled the whole apartment. I rubbed my eyes: the iron tongue of time from the neighbouring village steeple was tolling twelve; the fire was dying on its embers; the candles were expiring on their last odoriferous snuff in the sockets, and, in place of the Chevalier de Folard, there stood opposite to me, armed with boot-jack and slipper, only my trusty factotum Jonathan.

H. B.

MEMOIR OF SIR CHARLES VINICOMBE PENROSE, K.C.B. VICE-ADMIRAL OF THE WHITE.

"Fortunæ majoris honos, erectus et acer."

THAT illustrious and amiable prince, Marcus Aurelius, speaking of the fleeting vanities of the world, observes, "To begin somewhere, consider how business, humour, and fortune, went with the world in Vespasian's time; consider this I say, and you 'll find mankind just at the same pass they are at now—some marrying, and some concerned in education; some sick and some dying; some fighting and some feasting; some drudging at the plough, and some upon the exchange; some were too affable, and some too conceited; one was full of jealousy, and the other of knavery; here you might find some wishing for the death of their friends, and there a seditious club complaining of the times; some loved their women, and some their purses; some grasped at the consulship, and some at the sceptre. Well! all 's over with that generation long since." Such were the philosophical meditations of one—a unit of the millions long passed away—and such are the recollections which are heedlessly slighted, and with the salutary admonitions of sages spurned, until occasionally the death of a man of superior qualities forcibly awakens us to reflection.

We have been drawn into this train of thought, by the sudden announcement of the dissolution of the subject of this sketch; for the demise of friends, although an inevitable condition, has been pronounced by Burton to challenge a first place in exciting melancholy; and though we are taught that regrets are unavailing, the heart which can refuse its tribute, is not to be envied. Can we therefore refrain from being startled by the abrupt announcement? No! We sincerely lament the loss of a man whose place will not easily be supplied;—a man who in the full enjoyment of the *otium cum dignitate* which so many thousands fail of obtaining,—easy in circumstances, happy in connections, and prized in public life, was so unexpectedly smote by the grim tyrant—

"Whose patent gives him power
Each day, each hour,
To strike the peasant's thatch, and shake the princely tower."

Charles Vinicombe Penrose was the second son of the Rev. John Penrose, who continued for thirty-five years the worthy vicar of St. Gluvias, in Cornwall. He was born on the 20th of June, 1759, and at the age of thirteen placed in the Naval Academy, at Portsmouth, where he was soon noticed for his application and prepossessing address. In 1775, he commenced his honourable career, by embarking on board the Levant, a frigate commanded by the Hon. George Murray, uncle to the present Duke of Atholl. With this upright and intelligent officer, our youth contracted a friendship, which for a period of twenty-two years continued unshaken, and was then closed only by death. This invaluable patron not only furthered his progress in the service, but treated him as a member of his family; and we have lately examined at the Castle of Blair, in Atholl, a tasteful specimen of his early skill, in the large model of a line-of-battle ship, accurately rigged during his visits thither.

The youth's noviciate was passed on the Mediterranean, Channel, and North Sea stations, where he appears to have seen much boat-service. In August 1779, he was appointed third lieutenant of the Cleopatra, under the command of his friend; and was a spectator of the sanguinary, though indecisive conflict, between Vice-Admiral Parker and Zoutman. It was in this ship, also, that his spirit of observation was manifested in catching at a glance the advantage of adopting the numerary signals, which he saw on board a Swedish frigate, instead of our tabular system. He constructed a similar code, and Capt. Murray instantly circulated it in the small squadron which he commanded: some of the officers, two of whom are now old and distinguished admirals, fancied it incomprehensible from its numerous combinations; yet it was actually the same which has since become so universally practised for its simplicity.

The general peace which followed, allowed the Lieutenant to return home, where he assiduously applied himself to the improvement of his mind; a thirst which he also communicated to a brother officer, whom he found employing his half-pay hours in knitting silken purses! In 1787, he was united to Elizabeth, the amiable daughter of the Rev. J. Trevennen, who has survived him. Three daughters, Elizabeth, Charlotte, and Jane, were the fruits of this union; and perhaps the perfection of our officer's character was in nothing more evident than in the admirable example he exhibited as a husband, and father. These epithets, however, are so often undeservedly bestowed, as to become trite: it may therefore be requisite to assure our readers, that in this instance, we know from long personal acquaintance, that they are most fully merited.

On the call to arms, occasioned by the "Spanish Armament," Mr. Penrose joined Capt. Murray in the Defence; and was afterwards with him in the Duke, of 98 guns, when she had her main-mast shivered by lightning, while employed in engaging and destroying some French batteries at Martinique, an accident which would have been extremely ominous in ancient days. After removing with his patron, successively into the Glory of 98, and Resolution, 74, he was presented with a Commander's commission in 1794, on the anniversary of Rodney's victory—his patron being at the same time promoted to a flag.

The Captain's first command was the Lynx sloop of war, with which he assisted at the capture of l'Esperance, a French corvette, on the Halifax station. Being posted in October of the same year, he was fortunate enough to obtain the command of his old and favourite frigate the Cleopatra, and in her was despatched to examine and report upon the eligibility of the Bermudas as a naval resort. This mission was in consequence of the discovery and survey of a valuable anchorage by Lieut. Thomas Hurd, who piloted the frigate amongst the rocks with such skill and precision, as to command the admiration of all who witnessed it. In commemoration of this first visit of a man-of-war, the port was called after Admiral Murray.

Continuing his course towards Cape Hatteras, a singular and inexplicable accident befell the Cleopatra, in crossing the Gulf stream. The night was densely dark, and the ship under reduced sail, when all at once, in a heavy squall, with vivid lightning and a tremendous explosion, the wind shifted, and brought her head to a high and agitated

sea. At the same instant, she plunged *the whole of her forecastle* so deeply under water, that the watch despaired of seeing her rise again: —when she did recover, it was only by a violent counteraction, which equally immersed the after-part of the ship. The action of the vessel is described to have been similar to her being lifted and cast head foremost into the deep; and the first notice Capt. Penrose got of it was, being thrown out of his cot, and dashed violently against the quarter-deck beams! We had remarked a view of this occurrence in the thirty-first volume of the Naval Chronicle, and on asking Sir Charles whether it was not exaggerated in the drawing, he replied, "It was a terrific pitch—I really think this must be a tolerable representation."

Our officer had once more the satisfaction, during Capt. Pender's absence, of acting with Vice-Admiral Murray, the only commander under whom he had personally served. When he returned to the Cleopatra, it was his melancholy lot to take home the wreck of his distinguished friend, who had been struck by paralysis, and never recovered. On this passage he captured the Hirondelle, a mischievous French privateer, of 12 guns, and seventy-two men.

We may now quote the Admiral's own words on a few questions relative to "Naval Discipline," as they illustrate both his style, disposition, and judgment.

"One argument has been, that certain foreign services have gone on without corporal punishment. The fact so stated may be at once denied; for where the regular ordering of a certain number of lashes has not been in force, other still more severe punishments have been inflicted; and dark and solitary confinement, on bad bread and water diet, are pretty severe corporal punishments."

"With respect to foreign naval services, I am pretty sure, from the evidence of seamen themselves, that in none is the discipline so mild and just as in our own. Those of our seamen who have been in the American Navy, can give ample information as to that national practice; and when our seamen, in discontent, went into foreign services, I once received a petition from several on board a Netherland ship of war, the discipline of which they described as most severe. I replied, that their voluntary entry prevented my interference, and that I trusted their experience would open the eyes of their brother sailors to their true duties and interests. So little fear had I that the corporal punishment, and the other treatment of seamen in our Navy, would appear harsh and severe, in comparison with others, that I was pleased to hear that some of our *then* mistaken men took this method of being convinced. And I would here ask those gentlemen who hold up other services as an example to ours, whether they will agree to be judged by effects, and will they venture to state that an equal degree of moral comfort is enjoyed in those exemplars? I believe I need not appeal to the nautical or military superiority. * * * *

"I can truly aver, that, while I was a Captain, I attended with most earnest endeavours to be just without harshness, and lenient without weakness, in awarding and inflicting punishment, or pardoning offenders. The result of my best judgment was, that there are few cases for which corporal punishment should be inflicted for a first fault; for there are men who will strive long to avoid the shame as well as pain of a public exposition and flogging, who, when that shame and pain has once been surmounted, care much less for a repetition."

"It requires considerable judgment to find whether the best effect will be produced, on the individual, by remitting punishment conditionally, or by a free pardon: and here that most requisite of all knowledge for a commander of men, the knowledge of human nature, is of the greatest avail. On some characters, a free pardon will operate as a security from future crime; and I heartily wish I had found them more common. When a man was brought forward for pu-

nishment for a first fault, or when a culprit appeared to plead with proper feeling, and I considered him as not one on whom a free pardon could usefully be bestowed, I then made it a clearly understood case, that if the delinquent was brought before me again, for a crime for which he was to be punished, that he should first receive that which had first been remitted, as his subsequent conduct had shown that he did not merit forgiveness. I can safely say, that I have known the happiest effects arise from this mutual understanding; and crime, and of course punishment, prevented. * * * *"

"I have known an opinion entertained by some very respectable officers, but which I have always deemed erroneous, that no reasoning communications should ever be made to seamen. My practice as a Captain was different. When coming into port, under circumstances which would not admit of leave of absence, I always made it a rule to inform the ship's company before anchoring, that such must unavoidably be the case, as the necessities of the service would not allow me to grant it. On the contrary, whenever I saw that leave could be granted (and I always granted it if possible) I never waited for that leave to be asked. I called the ship's company together, and told them I should direct the first lieutenant to give leave to a third or fourth watch, or a certain number at a time, while they continued to merit the indulgence. For instance. Early in 1797, I returned to England in the Cleopatra, from the American station, with about three years' pay due. The day before the ship went from Spithead into the harbour, I informed the ship's company that the necessary repairs would keep us long in port, and that they would have leave to go on shore in divisions, as long as they continued to conduct themselves well, or till the ship came out of dock. We were thirteen weeks in harbour, I had not one complaint; after about three weeks, there was seldom a man wished to go on shore. I left the port at last with only two men absent without leave; and I should add, that during the time the ship was in dock, many were employed in the disagreeable service of fitting out other ships. From a seventy-four gun ship and a frigate near me, under the same circumstances of long detention in harbour, no leave was granted; boats rowed guard every night to prevent desertion, and the loss by desertion was very great."

"More than one circumstance occurred in a short time, to show that my indulgence had not been thrown away. My ship was the first at Portsmouth, and I believe any where, when the payment took place in the one and two pound bank notes then first issued; and I learned that the greatest possible pains were taking, by some who sought political mischief, and others who sought emolument, to persuade the people that this paper money was of little worth, and offered, by way of favour, to give the men a low value for their notes. I explained the case, and directed that, if any one offered or accepted less than a full value, the offender should instantly be brought to me, that he might be treated as an enemy to his king and country. The pay was cordially received, which was at the moment of no small consequence, as there were many then ready to follow any bad example that might be set. To afford my ship's company another opportunity of showing good conduct, the payment was scarcely over, and while the ship was crowded with women, children, and slop-sellers, a telegraphic signal announced an enemy's frigate off Portland, and never were supernumeraries more quickly disposed of, or a ship more quickly unmoored and under sail. We were baulked of our expected prize, and returned to Spithead just before the mutiny. Here, by a little good management and minute attention, I kept my men from cheering with the others; and although I had daily communication in my barge with the Royal George, three days after the yard ropes had been reeved, I punished two men who had left their duty in the dock-yard. When I received orders for sea, not a moment's lapse of good order occurred; but having information that letters had been received, threatening a visit from the delegates, and punishment if my people did not join in cheering, &c. I called the ship's company together, informed them that I was ordered to proceed to sea; but that under the circum-

stances I was aware of, I should not do so till the night tide, when I expected they would show their sense of the confidence I had in their good conduct, by weighing with the utmost silence and dispatch. The reply was by three hearty cheers (which I would then have gladly dispensed with) and careful obedience to my orders during the night; and I have reason to believe, that the good conduct of my ship's company aided the able management of the commander of the part of the western squadron I immediately joined, in the preservation of good order at that critical period. I had the honour of letters of approbation from the Admiralty, both on account of our long stay in harbour without desertion, and preventing my ship's company from taking part in the mutiny; and after the ship's company had also received their Lordships' thanks, they sent me a letter full of expressions of gratitude for my having, as they termed it, 'steered them clear of the troubles so many of their brethren had been involved in.'"

In the spring of 1799, Capt. Penrose was appointed to that beautiful ship, the Sans Pareil, of 80 guns, which for a short time bore the flag of Lord Hugh Seymour; and was then sent off Rochefort, to join Sir Charles Pole's squadron in the attempt to destroy five line-of-battle ships, which had anchored under the protection of Isle d'Aix. After the unsuccessful issue of this event, he was despatched to the West Indies, to rehoist Lord Hugh's flag; and in escorting a large convoy, the sailing qualities of the Sans Pareil were so superior, that she had scarcely to carry any canvass during the whole passage. Here he remained until the death of his Lordship, in Sept. 1801: on this event he wrote a concise and affectionate notice of the excellent Admiral, which was published in the Naval Chronicle.

Having suffered severely from a *coup de soleil*, Capt. Penrose returned to England in the Carnatic, 74, and enjoyed domestic repose until the recommencement of hostilities, in 1803. Feeling himself still unequal to more active service, he accepted the command of the Padstow district of sea-fencibles. While in this situation, he had the satisfaction of rescuing Mr. Robert Purkis, master's mate of the Alcmene, and the crew of a prize under his charge, from a watery grave.

Our officer's exertions were next called forth, as Commodore of the flotilla at Gibraltar, where his seasonable union of kindness and discipline, alleviated the hardships of a harassing service; and a handsome present of plate from the British merchants, testified the regard he was held in by the civil community. He was doomed, however, to private mortification; his spirits were wounded by the dissolute conduct and consequent death of a near connection, with whom he had taken considerable trouble, and for whom he had just procured a Lieutenant's commission.

In August 1812, the Commodore was appointed to a Colonelcy in the Royal Marines; and shortly afterwards was nominated a commissioner of naval revision. But having obtained the rank of Rear-Admiral in January 1814, he was selected to command the squadron destined to accelerate the advance of the victorious Wellington along the shores of Biscay, the "sacred territory of France." Marshal Soult's line of defence before Bayonne being already broken up, it became desirable to construct a bridge of boats across the Adour. But the great obstacle was the bar at the mouth of the river; both zeal and skill were required to encounter it,—and these being most intrepidly exerted, the daring attempt was successful, notwithstanding the loss of lives necessarily sustained. It should be mentioned that the bar is about a mile broad,

with only two feet on it at low water, and fifteen at flood; it is moreover subject to such frequent and sudden changes, both from winds and freshes, that no leading marks are available. The currents in the last three miles of its course are rendered almost irresistible, by a stout wall confining the river on either bank.

A flotilla of seventy sail was prepared at Porto de Socca, sixteen miles from the mouth of the Adour, by the indefatigable exertions of the Admiral, and placed under the command of Capt. O'Reilly. This officer, with the assistance of a pilot and some flats, vainly endeavoured to reconnoitre the bar. But Lieut. Debenham, having thought he perceived a passage from the Porcupine's mast-head, dashed on in a six-oared gig under a lug foresail and mizen. The roaring of the tremendous breakers was truly awful, but by dexterous steerage and arduous pulling when the waves were setting up the beach, they safely ran her high and dry. Capt. O'Reilly instantly followed, but his boat upsetting, five of his men perished. Lieut. Debenham immediately constructed a large raft; which, together with his gig, proved extremely serviceable in carrying our troops across. Meanwhile the Admiral hoisting his flag in the Gleaner Ketch, directed the advance of the flotilla from Porto de Socca up to the breakers, where, by his personal example, he encouraged all to exert themselves to the utmost: whilst, to facilitate the arduous service, he sent a Spanish pilot on shore, to make signals from within the breakers, since from without no passage could possibly be descried. It was nearly high water and the wind fair,—both officers and soldiers gathered on the heights around, anxious for the fate of their coadjutors, and the passage of each vessel was eagerly watched, from the moment it was immersed amongst the foaming breakers, until it had fairly threaded the tremendous ordeal. Some few unfortunately broached-to, and instantly sunk; but on the whole, the attempt fully succeeded, and our Admiral successively received the warmest thanks from Sir John Hope, the Marquis of Wellington, and Lord Keith; the former of whom even said, that when he "saw the flotilla approach the wall of heavy surf," he regretted having requested its aid.

Twenty-five chasse-marées were now securely moored, and firmly connected together by six lines of large cables, on which a platform was transversely lashed: and the undertaking was pushed with such celerity that, by the next morning, our army obtained an easy passage. On the 27th, Bayonne was closely invested, and Soult being completely routed by the main body near Orthes, left the opulent city of Bourdeaux unprotected; upon which Sir W. Beresford advanced, and took possession of it. The Marquis now expressed a wish that the Admiral should relieve the advance of the army, by taking the naval force into the Gironde; and despite of most unfavourable weather, the movement was accomplished on the 27th of March. On this occasion, our observant officer himself piloted his squadron, consisting of the Egmont, 74, bearing his flag, two frigates, and six smaller vessels, up the river. No line-of-battle ship with her guns in had ever attempted this difficult navigation before,—but with the *Petit Neptune* in his hand, he boldly ventured. Having ever paid the strictest attention to hydrographic details, he had noted the general merits of that book, and was now determined to trust in it. On approaching the *Coubre point*, he be-

came a little anxious to know his exact position previous to standing up the river, when a shot flying over the ship from the battery, gave the welcome announcement of his being inside the *Mauvaise shoal.* The air with which he took off his hat and returned his acknowledgment for the favour, caused that cheerfulness on his decks, which is the cause of much energy on service.

In the mean time a French squadron, consisting of the Regulus, 74, a corvette, two brigs, and several other vessels, weighed and retreated before the Admiral, on whom the batteries played in succession: and we have been told that this chace, which continued as far as the *Talmont* shoal, both parties under every stitch of canvass, was one of the most beautiful of naval spectacles. The French, however, skulked into a narrow channel formed by the shoal, and protected by a strong fort, where they rode in momentary security. On this occasion the enemy affected to question the fact of the Egmont's daring to dash up with all her guns on board;—"If you doubted that," said an English officer, "why did the Regulus, fully manned and armed, run away from her?"

On the 29th, a communication was opened with our troops; and finding that they had caused the garrison of Castillon to retire, the Admiral removed into the Porcupine, proceeded farther up the river, and was actively employed in receiving deputations, and destroying batteries. Anxious to retake Bourdeaux, Count de Caen (of Mauritius memory) had collected a formidable flotilla in the river Dordogne, near where it falls into the Gironde. This force being discovered, was instantly pursued; part of it was driven on shore, near the citadel of Blaye, and totally destroyed; while a brig, a schooner, six gun-boats, three chasse-marées, and a superb imperial state-barge, were triumphantly brought off.

Secret preparations were now made by Admiral Penrose for crossing the Talmont shoal to attack the French squadron, when at midnight, on the 6th of April, the Regulus, the corvette, and the brigs, suddenly burst into flames; thus testifying the despair of the enemy. On this, the Admiral completed the destruction of the forts at the mouth, and along the right bank, of the river; and then hoisting his flag on board the Podargus, anchored off *le Chapeau Rouge*, the principal street of the city of Bourdeaux. There he had the honour of receiving a visit from the Duc d'Angoulême, with the British colours proudly waving, nearly a hundred miles from the sea.

On the successful termination of this important enterprise, the Admiral returned to Passages, to superintend the embarkation of the army, stores, and ammunition destined for America; after which he came to England in the Porcupine, and struck his flag on the 12th of Sept. 1814. It was, however, rehoisted before the conclusion of that month, on board the Queen, 74, Capt. J. Coode, on his being appointed Commander-in-Chief of the Mediterranean station. He had arrived in Sicily, and was lying in the harbour of Messina, when the tidings of Napoleon's escape created an extraordinary bustle, and threatened the renewal of war. About this time we paid a visit to the Admiral and his family, when a thunder-storm arising, the main-mast was shivered by an awful stroke of lightning.

After the overthrow of Murat, his Majesty Ferdinand IV. embarked

on board the Queen, for conveyance to his continental dominions; and the delicate attentions of the Admiral were acknowledged by his being made a Knight Grand Cross of the Order of St. Ferdinand and of Merit, together with the gift of a gold snuff-box bearing the royal portrait, decorated with brilliants. On the 3d of Jan. 1816, he became a Knight Commander of the Bath; an event perhaps of more pleasure to his friends than even to himself.

In the spring of the same year, that popular measure, the curbing of the Barbary States, being resolved upon, Lord Exmouth convened the fleet to carry it into effect; and Sir Charles, with the prompt alacrity of the old school, took his cot and trunk, hoisted his flag on board the Bombay, 74, and accompanied his friend. A satisfactory, but not complete negotiation having been effected at Algiers, the squadron proceeded to the regencies of Tunis and Tripoli, when the full and easy terms obtained, made his Lordship resolve to get additional concessions from the Algerines. On seeing the hostile aspect of the returning squadron, the Dey dispatched orders to all the out-posts and ports, to secure the Christians, and their vessels,—in other words, to lay on an embargo. Affairs, however, terminated amicably; and the Dey consented to the conditions imposed, with the single stipulation that the consent of his Sultan was to ratify the proceedings. The British fleet then returned to England; and the ransomed slaves were forwarded to their respective countries with such urbane attention by Sir Charles, that Pope Pius VII. presented him with two marble vases, accompanied by an appropriate eulogium on his humanity.

But a circumstance now occurred, which was galling to the ardent and zealous feelings of the Admiral. In executing the embargo just mentioned, it happened that much delay took place in extending it to Bona, a distance of three hundred miles, part of which lay in the dangerous passes of the Sebba Rous, where ferocious hordes of independent Kabyles, who need but to be named to excite detestation, render travelling at all times precarious. On the arrival of the Chiaus, it appears that the Christians outnumbered the Turks, there being large parties of Sicilian, Neapolitan, Corsican, and Sardinian coral-fishers there. In the terror occasioned by the attempt of the garrison of Bona to put the Dey's order into effect, a scuffle ensued, in which a number was killed on both sides; but however lamentable the accident, it does not appear to have arisen from any plan of authorized hostility, and certainly was a consequence which might have happened in any country. Some of the boats which escaped, before the misunderstanding was cleared up, put into Sicily, and there circulated the most exaggerated reports. "The massacre of Bona," that "flagrant infraction of treaties," became a war-whoop; the English papers teemed with the murders, crucifixions, and worse tortures, which were being inflicted on *British* subjects; and at length it was found, through the medium of some French gazettes, which arrived accidentally at Valetta, that a squadron was actually fitting out at Spithead, to avenge the insults heaped upon *our* flag! This, of course, was matter of utter surprise, as well to Sir T. Maitland, the Governor of Malta, as to Admiral Penrose, who were neither consulted, nor informed on the subject; and who most assuredly knew of no insults to the British interests. On the faith, however, of what he thus saw announced, Sir Charles, with admirable magnanimity

of temper, instantly hoisted his flag in the Ister, and hastened to join the expedition. It was for him an anxious moment; nothing could exceed the zeal with which he endeavoured to reach the scene of attack,—but he arrived in time only to assist in concluding a treaty, which prodigally extended its operation to the protection of foreign states, at the sole expense of Great Britain, in money, talent, and blood,—regardless of the slightest recompense or indemnity.

Without impugning the glory and gallantry of the attack on Algiers, we are not decided in our approbation either of its Quixotism or justice. "What!" methinks some holder of Greek scrip exclaims,—"justice with infidels?" Yes, "gentle reader," we advocate a strict adherence to faith, and would not have sought the pretext to snarl at a power which had supplied Gibraltar and the fleet off Toulon, when all Europe was shut against us, without some palpable injury to ourselves. It is true, the French, Spanish, Italian, and other Mediterranean nations, who had pusillanimously submitted to be bearded by the Barbary Bashaws, made our non-interference a favourite topic of reproach; but there can be no satisfactory reason why they should not have put their own shoulders to the wheel. Arguing rather from the practice of the world, than from the abstract notions of schoolmen, we really deplore the chain of events by which the "Balance of Power," that paramount object of all our exertions, has assumed so adverse a preponderance. There can be few who, in admiration of the "Clime of the unforgotten brave," would not have been delighted to behold the resuscitation of an INDEPENDENT GREECE; few who would not have responded,—

> "Oh, Freedom! how grand will thy triumph be now,
> After ages of sorrow and gloom,
> Should the laurel of Greece be replaced on thy brow,
> Renew'd in its brightness and bloom.
>
> How glorious thy worship again would arise
> O'er the thoughts and the spirits of men,
> Did thy altar blaze forth beneath Athens' clear skies,
> And Sparta adore thee again."

Yet who but enthusiasts, doating on imaginary virtues, and warmed by classical associations, can expect it? We happen to know, that what is called the "Greek Insurrection" was the effect of Russian agency; and a plan of the movements of 1820 was actually shown to us as early as the summer of 1818.—The projects of Napoleon were furthered by force; those of the Czar combine the principles of military power and of religion, and are therefore more dangerous to the civilized world: while the one branch made him step forward, on the first alarm, to menace the Turkish frontier with 150,000 men—the other enabled him, as head of the Church, to govern even the opinions of his future subjects. The existence of Turkey may be a blot amongst nations—a moral Upas—a Government founded on rapine, and weakened by apathy—but we hold that neither religion nor humanity will be benefited by Russia being allowed to batten on her corpse. It is doubtful whether the late unprovoked invasion of Turkey may not rather check than promote the actual progress of the Greeks, in wealth and improvement. To Europe it will prove a teeming *seminarium futuri belli;* and to

England an incalculable injury, in the preponderating influence which the aggrandized Muscovite will obtain in the general councils. Even now the right of passing the Dardanelles may be deemed to reside in the virtual possession of Constantinople; and ere long a force may be poured over the Mediterranean, capable of overpowering the resources of all the other states. Meantime, the same gigantic power is making rapid Oriental strides; and with the barriers of Turkey and Persia levelled, British India, with its ninety millions of people, is open to aggression. Those who imagine local obstacles sufficient to impede the victorious career of the politic Hyperborean, enjoy a similar delusion with those Turks who, in their utter ignorance of geography, thought the Russian fleet could annoy them only by way of the Black Sea.

To return to the subject of our memoir. Sir Charles being present at the original institution of the Order of St. Michael and St. George, for the Ionian Islands and Malta, was specially installed first Knight Grand Cross thereof, for life; instead of its being conferred only during his command, as intended for all succeeding admirals on that station. Shortly afterwards his second daughter, Charlotte, was married to Capt. Mainwaring, of the 10th Foot, both of whom died without leaving issue: and subsequently his eldest daughter was united to Capt. John Coode, C.B. who was then commanding the flag-ship.

The term of our officer's command expired in 1819, to the regret of the whole station. The feeling of the Captains of the squadron was expressed by presenting him with a splendid silver salver; and that of the merchants of Malta in a handsome present of plate. Indeed, the urbanity of his general carriage, and the judicious kindness with which he could temper the forms of discipline, had endeared him to all classes; while his lively wit and acquirements rendered his society particularly desirable. He was sometimes caustic in administering corrective sarcasm, when it was merited; and we well remember, on the occasion of the head of Memnon being embarked in the ship which carried the architectural relics of Leptis Magna, to England, a pragmatical officer of the staff switched the Egyptian with his whip, and drawled forth, "Memnon, eh! pray who was he?"—"You cannot have forgotten the famous Turkish Aga," said the Admiral, with a peculiar look—"you must have heard of Aga-Memnon!"

Sir Charles retired to his seat of Ethy, near Lostwithiel, where he continued till his death. He now experienced the full value of the attention he had, at various times, bestowed on Natural History, Numismatics, and Antiquities, in each of which branches he had formed interesting and rare collections. Nor was he less alive to other pursuits; he was one of the most scientific navigators of his day, and, moreover, possessed a decided literary taste. Although he has not published much, and did not sacrifice to the caligraphical graces, he was an admirable correspondent: and to show the lively vigour of his mind, even in retirement, we subjoin part of a letter, received about five months before the world had closed on his career.

"We are in the midst of the finest foliage I ever saw, not a leaf having been injured by storm or blight since the opening buds allowed their issue to the air, —and fruits and flowers are in the utmost luxuriance. I was glad to observe that you enumerated a garden as one of your pursuits, because I have long felt the pleasure it affords, and there can be no real enjoyment without occupation *for every* minute." **** "I have not yet seen the United Service Journal, but

suppose my bookseller's bookseller can procure it; if those of land and sea can so blend as to make each better informed respecting the other, than they have hitherto been, it must do good. The proposed Museum will no doubt prove a great and beneficial stimulus to exertion, and enrich the Journal, by furnishing copious subjects for description and discussion;—I fear, however, that it will be too late in the day for me to hope that I can lend a helping hand, for many new lights have burst upon the naval horizon since I last swept it."**** "As the longest day of the year has just gone by, so have I about the same time passed over that usual limit of three score and ten, when the days may be said to shorten rapidly. I have, however, great cause for thankfulness, that I do not feel the weight of years, though I cannot omit their tale. You remark that your children, like the minute hand of a watch, remind you of the comminution of time, —with me, I may add, the second-hand is moving, in my grandchildren. So silently, indeed, do days glide over us, that we were lately taken by surprise to find you had a son old enough for Westminster-school—but we are already thinking of sending forth the eldest of the four Coodes, though I believe not out of the country."****

"You are of course aware that my nephew-in-law, Dr. Arnold, is making great progress with Thucydides; and I hope the pressure of Rugby may not interrupt the publication. I know not whether biremes, triremes, &c. ever engaged your attention, but Arnold has entered deeply into the matter, and I think made it clear, that the ancient ships had no longer oars than one man could carry on his shoulders; and that the terms which have been applied to several banks of oars, did not originally mean tier above tier,—a Liliputian crew could not have used such Brobdignagian machines. A little work by Howell, is curious on this subject. Some cases are, however, difficult to decide upon. The Portsmouth paper states, that whilst many are contending for the honour of having invented paddle-wheels, there exists a model or plan of a Roman galley thus fitted, and worked by oxen, in a large walking wheel!! If, among your coins and medals, you can find a galley with more than one tier of oars *complete*, I shall be glad to be informed:—though I suppose the Doctor has addressed you on that head. In my small collection I can find none such, —what I have, show like a tier of short oars along the *waist* or *waste*; and in some, as the *Felicitas* of Hadrian, one or two sweeps on the forecastle and poop. I was obliged to neglect my coins even before I had tolerably arranged them, as I thought they injured my eyes, but these are now grown young again—second childhood you will say—and I have thoughts of awakening the dormant passion."****

"Your correspondence is a great treat to me, and raises my thoughts above mere mundane cogitations. It never was my good fortune to examine the wonders of the starry sky with a powerful instrument; but many a night have I gazed for successive hours, with my old Dollond's achromatic, on the distant Nebulæ of Orion, now rendered so superiorly important by what you relate of a new intruder into the trapezium. I have done this long before the enlarged ideas respecting similar appearances had been suggested; and I kept on gazing, in hopes that I should discover more and more,—for it always seemed as if, by a clearer light, I could look through the blue expanse into more distant space,—into the heaven of heavens—if we may apply this expression to astronomical perceptions. It is long since my old Dollond was pointed at the sky, but the first clear night its direction will be guided by your interesting information. Your pearl has not been thrown where its price is not fully appreciated; and I am banished so far from even a chance of scientific converse, that the intelligence you have from time to time afforded me, came as a deed of charity as well as an act of kindness. I should certainly have the highest enjoyment in seeing the stellar prospect with you, the wonders of which appear to accumulate in a progression peculiar to, and adapted to, the boundless space in which they occupy their comparative points,—and I will not despair of that pleasure, though hope is not strong, as I can hardly expect that Lady Penrose will again resume her travelling."**** "The experiments on the connection of *galvanism and electricity*, with magnetism, must have been beautiful and

curious,—you remember I long ago told you that I thought we ought to consult the *atmosphere* for many of the laws of the latter."

Sir Charles continued to enjoy health and animation, even beyond his years, up to last Christmas-day, when he cheerfully joined some of the family in the good old custom of singing a carol; yet he was warned by a numbness in his hands and arm of impending danger, and took precautionary measures. Alas! in vain: on the 26th he was suddenly attacked, shortly after midnight, by a paralytic affection which baffled medical art. Divine mercy was, however, so far extended, that although the blow was sufficiently severe to announce the coming crisis, it yet allowed him to prepare for the awful alternative. His voice, intellect, and countenance, remained unchanged; and he was able to express his entire reliance on a Saviour's mediation. His worldly affairs were all in order, so that a few calm words sufficed for directions; he afterwards named and blessed his relatives and friends, sent messages where he thought they would be useful or gratifying, and then contemplated his approaching dissolution with that calm tranquillity, which is the most beneficial consequence of virtue.

On the Tuesday morning following, he fell into a kind of heavy sleep, from which he never more awoke, but expired on Friday, the 1st of Jan. 1830, without a struggle. His remains were interred by the side of his beloved daughter, in St. Winnow's church-yard, followed by the heartfelt regrets of the neighbourhood. As Sir Charles was so well known and appreciated, it may be almost unnecessary to add that, his acquaintances have lost a pleasing friend, the service an experienced officer, and the King a faithful, honest, and upright subject.

THE CALMUC BATTLE-SONG.

BY MISS PARDOE.

Off! off! I hear the battle-call—
Death to the stranger's wiles!
His haughty heart is nursed on gall,
His false lip wreathed in smiles;—
Off! off! for hark! the despot comes
To hunt us from our desert homes.

On! on! who quails in such an hour
May curses reach the slave!
Who bends beneath the Christian's power
Be his the coward's grave—
O'ershadowed by the "Upas" tree,
As poisonous and loathed as he!

His tent may woman never share,
Nor children call him sire;
May blood and famine be his fare,
His hated race expire—
For we contend for noble things—
Thoughts which can lend the spirit wings!

Away! away! the desert plain
Is thirsting for the fight;
And when we reach our tents again
We shall have earned our right.
On, Tartars! to the battle fray—
The curse is said—away! away!

Croydon Barracks, 25th Jan.

TWO MONTHS RECOLLECTIONS OF THE LATE WAR IN SPAIN AND PORTUGAL.

BY A PRIVATE SOLDIER.

To the Editor of the United Service Journal.

MR. EDITOR,—I enclose you, with this, rather a singular paper. It is the story of a Private who served in the Peninsula, was wounded at the Pyrenees, lost his sight, and is now living on his pension in Carrickfergus. It is written down by one of his friends from his own dictation, and seems to me to contain some most vivid pictures, particularly the scenes at Badajoz and Albuera. It has been sent to me with a request to forward it, and I can give you an unreserved assurance, that it contains no extracts or plagiarisms, but is virtually the production of a strong-minded, though uneducated, individual.

Your obedient servant.

J. EMERSON.

ON the 17th March, 1811, the fourth division of the grand army, under the orders of Gen. Sir Lowry Cole, entered Thomar, a city in Portugal, which had been evacuated only two days before by the French. As our regiment was truly Irish, and this day the one dedicated to Ireland's national Saint, our music struck up *Patrick's day*, which awakened our recollections in no common manner. Though drenched and cold with the wet of the preceding night, which we had spent in the fields without any covering, except our blanket, we moved cheerily through the muddy streets, and the most tired and dejected were for a time enlivened by the sounds of this favourite quick step. The approach of this day, bringing with it so many recollections of home, had for some time become a subject of general interest, though, from the scarcity of both money and liquors, there was little chance of our being enabled to *drown our Shamrock*. Still, hopes had remained of a change of fortune, and amidst our numerous privations, we hailed the return of *Patrick's day* with an enthusiasm, of which those who have never experienced such a feeling in a foreign land, can have no proper conception.

We were quartered in the ruins of the religious houses, which in this city had been numerous and splendid. In the evening, a few countrymen arrived with mules loaded with *Pellejos*, or skins of *Aquardiente;* a kind of brandy made in the country, which is brought to market in the skins of animals, the hairy side being turned in, and the seams on the outside besmeared with tar. This was a most seasonable supply, and found a ready sale with those who had money; and they sharing freely with their less fortunate companions, many a bumper was tossed off to *Ould Ireland;* and "*Patrick's day in the morning*" resounded through the corridors and cells of the cloisters from a thousand hoarse voices.

On the following day we strolled through the city, every part of which presented evident marks of the devastations of the enemy. The convents and churches standing were without either door or windows, and fragments of their altars were lying about, half-burnt or broken: and a mutilated image of the Virgin, or some Saint, frequently met our

eyes among the filth and rubbish in the court-yards.—As in many other places, we here witnessed the extreme carelessness of the enemy in the interment of their dead. On looking into several of the ruinous houses, dead bodies were seen piled in corners, or strewed upon the floors; and on opening some closets and chests, in search of something useful, they were found filled with dead, in different stages of putrefaction, one glance of which commonly deterred farther search in that quarter.

Having arranged matters for our farther progress, on the 19th we left Thomar, for the purpose of forming a junction with the second division of our army. The country through which we passed on this day, exhibited a fearful scene of desolation from the excesses of the enemy, by whom it had been occupied the preceding winter. Neither man nor beast was to be seen, though, from the ruins of houses and olive plantations, it had evidently been inhabited until lately. Of the many stone and wooden crosses set up near the roads, not one was standing. From the size and strength of the former, their demolition must have been a work of labour, and could have answered no possible purpose, but must have incensed the inhabitants still farther against the French, who were never mentioned without visible horror and execrations.

In the evening we passed the river Tagus by a bridge of boats, and halted for the night on a rising ground nearly two miles from where we had crossed. Our places of halting were always called by the name of encampments, but they little deserved that name, as, from the difficulty of transporting equipage, not more than six or eight tents appeared in an encampment of as many thousand men. When obliged by fatigue to lie down, we wrapped our blankets about our bodies, placing our knapsack for a pillow. When in the neighbourhood of an enemy, none were permitted to take off their belts till clear daylight, before which time we always stood to our arms for about an hour.

After crossing the Tagus, the country assumed a different aspect, as it had not been visited by the French the preceding winter, and suffered comparatively little from the contending armies. We again saw human faces besides our own; and though long used to scenes of desolation and misery, none were more truly so than in the country near Thomar.

Arriving at Portalegre, a large walled town with towers on its ramparts, but dismantled, we halted for one day, and were served out with a kind of shoes made in the country. They were very clumsy, and of a dirty buff colour; and as many amongst us were without stockings, their rough seams soon made their wearers hobble like so many cripples. The religious houses here were numerous and magnificent; in one I observed a large and richly-adorned figure of the Virgin, differing from any I had yet seen. In one hand she held a large silver heart, and in the other a gilt spear, with which she appeared to pierce it. In the same church were also numerous images of saints, adorned in a manner nearly as splendid,—a certain proof that the French had not lately visited this place. We here learned that the enemy were in force at Campo-Mayor, for which place we immediately set forward. Near Arronches, a small town half-way between Portalegre and Campo-Mayor, we joined the second division, and soon after were met by

Marshal Beresford, with some regiments of British and Portuguese cavalry, and he immediately took the command of the whole forces.

About two miles from Campo-Mayor, we halted under cover of a wood, and the 13th dragoons were sent forward to endeavour to learn the state of the enemy in that town. They soon discovered that they had evacuated the place, and were making a precipitate retreat towards Badajoz. But the dragoons, in their ardour of pursuit, forgetting their great disparity of numbers, made a vigorous charge, drove in their rear-guard, killed a number, and took several men and horses prisoners, with very little loss. On the report of this action, we were ordered forward with all possible dispatch, and ran near three miles at *double quick*, but were late, the French having made good their retreat, which they could not have done had the dragoons who were with us in the wood been sent forward in time. The prisoners taken in this affair were intoxicated, having plundered the inhabitants of the town before its evacuation. In the evening, our division entered Campo-Mayor, which had been but a short time before taken from the Portuguese militia; the breach made in its walls during the siege was not yet repaired, and scarcely a house remained which did not bear evident marks of the effects of the enemy's shot and shells. We were quartered in the shattered dwelling-houses, the greater part of which were without inhabitants, and, as was customary on similar occasions, we commenced a diligent search for victuals or articles of value. Where I remained, the boarded-floors were raised, and the ceilings torn down, without effect, when at length some hams were discovered in a draw-well in a corner of a kitchen; a few silver spoons, also found in the same recess, were quickly bartered for wine, and a fire being now made with the furniture, our fatigues were for a time forgotten in the noise and luxury of the feast. We halted here for a few days, during which many of the inhabitants who had been secreted in the woods or mountains, returned to their desolate homes. They appeared to be in great poverty, and exulted in the defeat of the common enemy, hailing us with their *vivas;* in a day or two confidence was so far established, that a kind of market was held, but wine, with preserved fruits, were the only articles offered for sale. We here left the second division, and passing through a desolated and dreary country, entered Elvas. This city stands on a rising ground, is strongly fortified, and entered by drawbridges. Without the walls are two forts; the largest is called La Lippe, and stands on a high and steep hill, above half a mile from the walls of the city. The water that supplies the inhabitants, is conveyed by an aqueduct near three miles in length; in our advance thither, that portion of it extending from the brow of a hill, across a valley to the ramparts of the city, had a most striking and romantic appearance. This fortress, and the country in its immediate vicinity, having been free from the presence of the French for some years, the effects of the war which had desolated the greater part of the kingdom were scarcely visible. The religious houses were numerous and splendid; processions of different religious orders frequently passed through the streets; the shops were open, and the working classes engaged at their different callings, so that the crowds of military, and their warlike equipages, were the only things denoting that war was really at no great distance. Halting several days, we again set forward

and passed Jurumanha, a small fortress on a height, adjoining a little town of the same name, on the river Guadiana, which at this place forms the great boundary between the kingdoms of Spain and Portugal. In the evening our brigade, the 13th dragoons, and some Portuguese cavalry, crossed the river on a float; the two other brigades, some German artillery and riflemen, composing the division, remained on the opposite bank till the following day. We took up our ground for the night in front of a large farm-house, about two miles from the river, with orders not to take off our belts, but to be ready at a moment's call. Guards were placed, and pickets sent out as usual; and while many sunk to rest on their grassy couch, a few of us slipped to the rear, and entered a garden of unripe beans behind the farm-house, now occupied by our chief officers. Having in some degree satisfied our wants with the beans, and talked over our probable route, we gradually dropped asleep. The night being fine, we had slept some time, when the report of a musket close by aroused our attention. This was followed by a rapid succession of others, many of which were more distant; in a moment all was uproar, and we sprang from our lairs to grasp our arms, while the shouts and hallooings of "*the French are among us*" resounded from men of several nations. The noises from every quarter, the clashing of arms as they were taken from their piles, and the cries and shrieks of the women, added not a little to the bustle and confusion, while shots continued to be heard almost without intermission. Presently the firing became less frequent, and after a short time gradually ceased; the distant call of a bugle, which had been heard at intervals, also dying away, all was again silent, except the calls of the sentinels, and the hum of the people in our camp.

The cause of the alarm not having as yet been discovered, we remained under arms till morning, passing our time in vague surmises as to the origin of all this confusion, which was afterwards understood to have arisen from the following cause. A strong detachment of the enemy's cavalry, under the guidance of a Spanish spy, succeeded in surprising and taking prisoners a patrol of Portuguese dragoons, who were forward about two miles on the road to Badajoz. The French advanced, and when challenged, answered as Portuguese, by which stratagem they also captured a detachment of the 13th Dragoons, under the orders of Major M———, who had just alighted from patrolling, and were feeding their horses. Emboldened by their successes, they proceeded towards the farm-house occupied by our General, near which one of their horses treading on a German soldier who was asleep, he uttered a loud cry; on this the dragoon attempted to cut him down, but, missing his aim, the German renewed his shouts, and the enemy retreated with precipitation. The shots heard chiefly proceeded from our sentinels at the outposts, who had been alarmed by the sounds of the bugle, and the trampling of the enemy's horses as they retreated. It did not appear that any person had been killed in this rencontre, but a few of the dragoons who escaped during the confusion were severely wounded.

On this day the remainder of our division crossed the river; and on the following day we set out for Olivenza, a small fortified town, then held by the French, to which we laid siege. We were stationed near a grove of olive-trees, with orders not to injure them; but when it was

afterwards discovered that the owner was in the service of the enemy, the trees were cut down for firing, for which purpose this wood excels all others. Batteries were raised, and no sooner did our cannon open on the town, than they sent out a flag of truce, with proposals to capitulate; but, their terms not being accepted, the firing was renewed, and in a few hours they surrendered prisoners of war. The garrison amounted to only about 360 effective men. In their passage through our lines, a few of them were disburthened by us of their knapsacks, but they were destitute of any thing of value; the Frenchmen secreting money, trinkets, or the like, in a kind of belt worn next the skin. The contents of a Frenchman's knapsack was to us always an object of attention; in it we were almost certain of finding some plunder taken from the inhabitants, as shirts, shoes, stockings, and even needles and thread; still, if alarmed or pressed on a retreat, he was almost certain of instantly relinquishing his burden; while, under similar circumstances, we rarely threw off ours, however trifling might be its contents.

About the 18th of April, we moved for the village of St. Martha, where we encamped for several days. Our brigade again setting out, we retraced our steps, crossing the Guadiana at Jurumanha, and passing Elvas and Campo-Mayor, halted at Montijo, a small town in the Spanish province of Estremadura. The French had but lately abandoned this town, and the inhabitants were loud in their complaints of the cruelties and oppressions they had imposed upon them; yet such was their jealousy of us heretical strangers, that neither gratitude nor goodwill was evinced towards us for their deliverance. Their behaviour was exactly similar to that experienced in every other part of Spain; they were haughty, distant, and suspicious. When we were quartered in their houses, they continued equally reserved, though the only favour ever obtained from them was leave to lie on their floors, and we usually removed without exchanging a kind look or salutation. On the slightest dispute, or alleged offence, they hastened to inflict summary vengeance with their favourite weapon, the knife; and if on duty with their soldiers, it was evident, from their sullen looks, that they were far from regarding us as friends.

The conduct and feelings of the Portuguese towards us were very different. The populace were ever on the alert to hail our approach, and receive us as deliverers, testifying their joy by loud and repeated cries of "Long live the English!" often, from their miserable state, the only evidence of friendship or goodwill they had to bestow. Both nations, however, appeared virtually sunk in the grossest ignorance, and equally the slaves of religious bigotry and superstition, of which some amongst us took advantage on the least relaxation from our perilous duties. It was discovered that none of our army were regarded as Christians, except those who gave out that they came from Ireland, all of whom they believed to be good Roman Catholics. Such a declaration was commonly followed on their part by some kind office; but suspicions occasionally arising, it became necessary to give ocular proof of our sincerity, by crossing ourselves, conformably to the rites of the Romish Church. In this great test, mistakes were sometimes committed by those not really Roman Catholics using the left hand; which blunder not only exposed the deception, but was also considered an act of gross impiety. On those discoveries, the inhabitants always

appeared greatly agitated, exclaiming with many significant gestures, "They are not Christians." By degrees this irreverend error was in a great measure corrected; and as far as regarded this pious manœuvre, many incorrigible heretics became truly "good Christians." We afterwards proceeded to improve on their notions of piety, asserting that our regiment was a select body of the faithful, the true church militant, the especial servants of a great convent in Ireland, raised to war against those infidels, the French. To remove all doubts of the truth of this statement, we referred to the rude figure of a castle* on our breast-plate, as the mansion of our revered patrons, which usually removed all scruples on this subject. It was likewise observed, that the common people were partial to certain names, especially to that of Antonio, the name of a highly honoured Saint, in this sainted country; and soon the number of those who hailed each other by that name, exceeded all the other names in our regiment.

The agriculture of those countries appeared miserably defective; the most common implements of tillage were either unknown, or of the rudest description; and the soil, though sandy, or of a loose mould, was so imperfectly cultivated, that the surface seemed merely scratched. Their ploughs were without iron, or any other metal, having only one handle, and so truly simple, as to resemble a branch lopped off a tree, with the end for turning over the earth, pointed with a hatchet or knife. We often witnessed men going out to labour, carrying the plough under the arm, and driving before them the bullock or cow, to which one of those sorry instruments was to be attached. Their harrows were entirely of wood; we never observed either spade, shovel, gripe, or any implements likely to answer for similar purposes. In a few places in the northern parts of Spain, when the earth was heavy, they turned it over with a kind of hoe; and in one instance, a number of men were seen raising a rich loamy ground, with iron prongs fastened on a pole, about three feet in length. Those persons stuck down their forks together into the earth, and turned over the sod with the like union of strength. They were followed by women, who, with wooden mallets, broke the large lumps or clods thus cast over. The process of separating their grain from the straw, was performed in an equally primitive manner, being trodden out by the feet of cattle. Bullocks, cows, or mules, are indiscriminately taken for this purpose; the work is completed by their drawing over the spread grain, a massy board, the under side of which is closely set with sharp flints. In some districts, Indian corn is the chief grain grown: after a few ears have been extracted to loosen the pods, the others are pressed out by women rubbing two heads vigorously against each other.

They are equally deficient in the most common necessaries of household use. In all our wanderings in either kingdom, we never saw an iron-pot, pan, bellows, spinning-wheel, or check reel. Their substitutes for the former, were small earthen pots called penellas, which they set at the sides of the fire, turning them about occasionally to the heat. In using their olive oil, they had a brass pan called a caldera. Their bread is all baked at public ovens, of which there are several in each village. Instead of bellows, they blow with their mouths through a

* The badge of the 27th, or Enniskillen Regiment.

long reed. In spinning flax, they use their distaff; and for a reel, they have a straight stick with a knob at each end. Their looms are as simple as can be well imagined, and the linen cloth all wrought by females. The houses of the working classes in both kingdoms are mostly tiled, and those in Portugal without chimneys, the smoke being left to find its way through the roof. Firing is scarce and dear, and consists chiefly of small faggots.

Throughout the country towns and villages of Portugal, especially in the northern provinces, the common people were sunk in the most abject poverty. In their miserable hovels were rarely any beds, the people lying on mats, without any covering except the filthy rags they wore during the day. Their chief food was coarse bread, made of rye, or Indian meal, kidney beans, pickled olive-berries, dried figs or grapes, and sometimes a few potatoes. If in their power to procure it, they used a portion of olive-oil at each meal. We frequently observed them pour some of this oil into a caldera, and cutting down turnip-tops, kidney beans, and a few slices of potatoes, stir all together, and after heating the compound sometime on the fire, sit down to this frugal meal as cheerful as the wealthy to the most luxurious feast.

The condition of the peasantry in Spain was evidently much better, their houses were generally clean and whitewashed; many of them lay on beds raised off their floors, and their persons were usually free from that disgusting filth so common among the poorer Portuguese, for whom Nature appeared to have done much, their rulers nothing.

Though those nations were so very contiguous, of the same faith, and at this period engaged in one common warfare, against an enemy whom they mutually detested, yet their soldiers maintained the most inveterate animosity towards each other. Even when serving in the field, it was evident from their looks that their rooted hostility was not forgotten for one moment. They studiously avoided one another, and if they accidentally met, they were sure to exchange opprobrious names, and sometimes it required all the influence of their officers to restrain the animosity that raged between them. On any dispute arising between us and the Spaniards, the Portuguese always espoused our cause; if any difference occurred with us and the Portuguese, the Spaniards looked on with indifference, taking no interest in our squabbles.

At this season, the country in the vicinity of Montijo was teeming with luxuriant crops of wheat, barley, and beans; the latter were so far advanced as to be nearly ripe. Indeed, the Spanish peasantry rarely left their homes, neglected the cultivation of their lands, and troubled not themselves with the issue of the contest, waiting coldly to see who would be the victors. We several times witnessed them employed in the avocations of the field, between the contending armies, and only moving aside when the hostile columns were about to close and renew their bloody warfare.

While at Montijo, we were served with goats' flesh, unsavoury both in its taste and smell; and to remedy its rankness, the beans near the town were made a constant auxiliary. For several days their owners paid but little attention; but, perceiving it was likely there would be no end to our visits while the beans lasted, they lost all patience, and took their measures accordingly. A number of them watched together in the fields with long poles, and on our approach, they pointed to fields

more distant, as much as to say, take some from them, rather than all from us; and if we neglected this hint, they endeavoured to drive us off. Yet, on the provost-marshal, or his gang, taking any of us prisoners, they immediately changed the object of their resentment, and if the guard was not deemed too strong, applied their poles earnestly to release the offenders. This, we learned, was owing to their clergy advising them not to make a complaint against the soldiers for the value of a few beans, as it would occasion them to receive stripes as their Saviour had suffered—yet to preserve their property from ravage.

[To be continued.]

SERVICE AFLOAT DURING THE LATE WAR.*

BEING THE PERSONAL NARRATIVE OF A NAVAL OFFICER.

It was about the middle of August when our skeleton fleet reached the Channel, an event which, after a tedious voyage, seldom fails to give rise to the most agreeable emotions. But the felicity which the first sight of the chalky cliffs now inspired was, with the many, strongly alloyed by the apprehension and anxiety occasioned by the information that a hot press was carrying on along the coast and up the river. This we soon found was not exaggerated. So indiscriminate was the seizure, from the sudden necessity for seamen to man the numerous ships-of-war at this moment either in commission, or in course of equipment, that the only chance for all those in the least liable to be taken, of eluding the relentless gripe of these harpies of the fleet, was by concealment; as in such emergency neither protections, indentures, or the peculiar cases of individuals, usually deemed a sufficient motive for exemption, are of any avail. On this occasion, therefore, some of the best or more favoured of the crew resorted to the ordinary mode of secreting themselves, customary on board merchant-ships; retreating to the hold, where arrangements for the purpose are generally made by forming coverts when stowing the cargo. In effecting this, 'tis almost incredible to what risk and privation these men sometimes submit; squeezing themselves into casks, creeping into holes, where, according to circumstances, they are exposed to a protracted confinement, and the consequent chances of suffocation; and when the search is very keen, sometimes submitting unflinchingly to the no less threatening risk of wounds inflicted with the bayonet, or cutlass, made use of in probing the cargo, empty casks, or any suspicious nook or cavity. So great was, at this period, the deep-rooted repugnance, amounting in numerous instances to an insurmountable antipathy, with which the idea of serving in a King's ship was contemplated. Of this, though a subject of deep interest, as it is one of paramount importance to all those concerned in the strength of their country's "best bulwark," and the durability of our ocean sway, I may be spared the discussion of the causes, and powerful indeed they must be, which could produce such impressions on the minds of men, proverbial for their indifference to dangers the most appaling, and for their unparalleled patience and endurance under the most try-

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* Continued from page 179.

ing privations and hardships. The ungrateful task is the more unnecessary, as much of what, in the eyes of our seamen, constituted exceptions to a man-of-war, have since been obviated. Numerous salutary reforms and beneficial changes, tending to the improvement of the service at large, have taken place, under the auspices of the Lord High Admiral and of the present head and Board of Admiralty; among which, the amelioration of the condition of the fore-mast man, with reference to allowance, diet, and general treatment, rank conspicuously.* Confiding, therefore, the question of what may yet remain to be done, to those who, perhaps, possess in as much greater a degree the capability of appreciating it, as they have the means of influencing the destinies of our sea-girt empire, whose first and most natural protection must, while ocean flows around her, ever be her "Hearts of Oak" and her "Wooden Walls"—I return to my narrative.

I was among the number of the less-favoured unfortunates, to whom, for one reason or other, it was not deemed necessary to extend the privilege of the sanctuary: and so far all was right; for in general in these, as in so many other parallel cases, in this corrupt and unfair planet of ours, the preference is not always decided by any abstract reference to claims, &c; those frequently needing or meriting protection the most, the aged or infirm, being from caprice or favour placed forward as scapegoats to the youthful and robust, confirming the old adage, "the weakest go to the wall." Of those left to brave the storm on the present occasion, some had protections, one or two indentures, some were "hard bargains," which the present furnished a convenient opportunity of getting rid of; and however I might be classed among these, or how far my situation on board might be supposed to guarantee my safety, feeling perfectly indifferent about the matter, I did not give myself the trouble to inquire.

We reached the Downs on Sunday, the 21st of Aug. and the anchor was scarcely to the ground, when the redoubted press-boats sheering alongside, up sprang two smart youngsters, midshipmen from his Majesty's frigate M——; the oldest apparently not more than sixteen, who with the imperious *hauteur* and consequence so natural to youth,

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* By his Majesty's order in council, of June 1824, a new scale of victualling has been introduced on board of our ships, which insures an allowance to the seaman that no other nation can boast. And some salutary regulations, imposing restraints on the previously almost unlimited discretionary power to inflict corporal punishment, frequently liable to much abuse, have tempered the severity of discipline.

On the score of that apparent anomaly in our free and admirable constitution, the impress, though, from the important considerations which the subject involves, it is one which I approach with much diffidence; yet, as any modification, which (without impairing this great national arm of strength and general good) might make it less an individual evil, were a "consummation devoutly to be wished," I may, *en passant*, be permitted to hazard a suggestion:—might not some regulation, having for its basis a limited period of service for each individual impressed, at the expiration of which they would be entitled to their discharge, be successfully adapted to this end? Hope, the beacon and leading star of humanity, from the beggar to the prince, would then beam more brightly for the seaman. For there can be no question that the greatest source of their deep-rooted prejudice and disinclination to the service, may be traced to the annihilation of this sentiment; if, as the old adage has it, "one volunteer is worth two pressed men." With the above, and some slight provision in the shape of pension, men would more willingly serve, and, in proportion to the will, more cheerfully, and of course more effectually. Such is the force of habit, that with the superior provision and comfort of a man-of-war over every other class of vessel, the greater number at the termination of their period of service would be well satisfied to renew it.

when occasionally clothed with "a little brief authority," calling for the ship's articles, proceeded to muster the ship's company. While this was going on above, a rigid search was made below, and every hole and corner into which it was possible to squeeze a cat, being well overhauled, with a discrimination by no means fettered or nicely scrupulous on the score of indentures, age, or even condition, save the maimed or mutilated, or to naturalization,—one or two individuals picked off a wreck, and calling themselves Americans, being among the chosen,—a tolerable sweep was made, and the whole, including myself, in spite of some remonstrances and representations on the part of the captain in my behalf, were ordered "*sans ceremonie*" into the boats.

Behold me then fairly enlisted, and for the first time on board of a man-of-war—a somewhat inauspicious commencement, it must be confessed. Having been placed on board the Tulloch Castle merely for the passage home, an affair of seldom more than five or six weeks, it was not thought necessary to incur the expense of a useless outfit of marine clothing, and, it being Sunday, I was taken to the frigate in a costume not quite in harmony with the class of which I so suddenly found myself one; for although in reality there was nothing particularly *outré* or remarkable in the contrast of a somewhat fashionable blue coatee, and other appendages of the best materials, with the coarser professional rigging of my companions, yet, as Jack dearly loves his joke, and entertains a most sovereign contempt for a long coat, this simple circumstance—for I was allowed to retain my dress—subjected me at first to the sneers and jokes of the honest tars, who, eyeing me with an invidious glance, at once classed me as at best a nondescript, or as one of that ignoble genus yclept "Lord Mayor's Men;" the *sobriquet* of that worst description of land lubbers, who, perform the humbler duties of the waste or afterguard,—Cockney artisans, runaway apprentices, and such like, who are drafted from the river in the characteristic toggery of their respective crafts,—all which, though in itself a matter of apparently trifling import, under the humiliating circumstances, and consequent depression of the moment, was not calculated to restore my complacency. It might have been some consolation that the commanding officer did not entertain the same disparaging opinion, had it not been somewhat too dearly purchased, for he forthwith stationed me in the main-top, one of the most active berths in a man-of-war; and one which, inferring a practical knowledge of the general duties of a seaman, the helm, the lead, &c. neither my youth, strength, nor experience was much fitted for.

The peculiarity of my situation, and the representations of the Commander of the Tulloch Castle, would on most similar occasions have claimed some exception in my favour; mates of merchant vessels, midshipmen of Indiamen, and others, whose peculiar cases in any manner merit consideration, being commonly placed on the quarter-deck, or in some other station equivalent to that which they may have been obliged to forego. I was, however, not so fortunate; and whether owing to the quarter-deck being superabundantly filled with young aspirants for naval fame—although from the first I experienced much individual notice and sympathy among the officers, (towards one of whom, now high in the service, I shall ever entertain the most grateful recollections for the active interest evinced by him,)—I continued to

share for a considerable time the common lot before the mast, exposed to those frequent violations of feeling, and the many mortifications which a mind strongly sensitive might naturally be supposed to experience, when thrown suddenly into a position at once anomalous to his ideas, habits, and expectations, in a very strict ship, and among a fellowship so rude.

Being detained on leaving the Tulloch Castle, in examining other ships of the convoy, we did not reach the frigate until near midnight. On mounting the quarter-deck of this superb ship, I could not help being struck by the *coup d'œil,* which even then I snatched previous to being ordered below for the night. An unclouded autumnal moon rendered the effect more striking, and while its dubious light left a range for the imagination, produced an impression not readily to be effaced. In spite of the fatigues of the day, the novelty of my situation and tone of feeling, to which might be added the position, not one which invited to "soft repose," of my couch, on the bare deck, squeezed pell-mell with sundry other "strange bedfellows" with which, according to the old adage, "adversity makes us acquainted," among chests and bedding, left me little disposition to court that "first of Nature's kind restorers, balmy sleep;" and I well remember, that with a curiosity excited by the cursory glance I had just snatched, when all was hushed, I arose, and stole on deck to examine, more at leisure, the theatre to which chance had so unexpectedly transferred me.

'Twas past midnight; the moon nearly at the full, was still shining brightly. Not a breath of air rippled the translucent wave which reflected her beams, and not a sound was heard save the rippling of the tide against the bows of the ship, or at intervals the "all's well" of the sentinels of some distant vessel. All was repose above and below. Our sentries, as will now and then be the case in harbour in the best regulated ships, appeared to be nodding on their posts, and the officer and mids of the watch had either stolen below to solace themselves with the customary refreshment of a middle watcher, or were tranquilly coiled between the carronades stealing a nap, or listlessly lounging over the gangway or hammock nettings, absorbed in those waking dreams which the hour and the scene was so calculated to engender. With emotions strongly excited by the events of the last twenty-four hours, I contemplated with admiration the arrangement which characterized the "*tout ensemble*"—the white and ample decks; those proudly towering colossal masts, the trimness of the rigging, the symmetrical files of those ponderous engines of destruction, bristling forth from her varnished sides;—and, when to all this was associated the halo which gave the magic gilding and secret charm to the whole,—the proud pre-eminence and well-earned fame of the British Navy,—a thrill of enthusiasm made me forget the humble part I was filling in the scene, and dissipated for the moment the depression which my present circumstances were so well calculated to occasion. The M—— was a crack frigate, and one of the largest in the service,—she was in full cruising trim, and a perfect model of her class; need I say that the effect upon me was proportionate.

While awaiting the result of a communication with my friends, my berth in the main-top was no sinecure. The ship being recently commissioned, a frequent exercise of the crew became necessary, and the first lieutenant being rather a "taut hand," we had plenty of reefing

and furling. The captain of the top, of the watch in which I was stationed, was the *beau ideal* of a thorough-bred man-of-war's-man, one of those genuine sons of Neptune, whose element is so peculiarly the sea, that, with the instinctive propensities of other salt water animals, their migrations seldom extend far inland; a fair specimen is rarely to be found so high up as London Bridge, but, to be seen in perfection, must be sought for chiefly within the precincts of Plymouth dock, or the Point at Portsmouth, where they are, or were before the fashion of *queues* was on the wane, distinguishable from ordinary tars by a tie reaching down to their loins, of the diameter of a moderate-sized handspike. He was one of those smart, active, fearnought fellows, who, blow high or low, scorning the ordinary and safer route by the hawser, fly out to the earing, achieving the interval between the rigging and yard-arm at a bound to reef or furl, and who exacted from those under him a corresponding agility. Although instances of undaunted defiance of dangers the most appalling, so characteristic of the British tar in the ordinary execution of their duty, are frequent enough, yet have I rarely witnessed more striking examples of it than were sometimes exhibited by this man. Among the imperative duties of the seamen, the most trying and perilous are those performed by the top-men; and it would appear incredible to many, the risk which, in the common routine of service, these, when mounting aloft in the storm, the vessel rolling gunwales under, and the masts nodding over the side, to cut away a sail, or send down a sprung yard or mast, unflinchingly encounter. I recollect on one occasion, when blowing tremendously hard, we had parted the main-top-sail-yard in the slings, and when the heavy lurching of the ship, had brought the two extremities together with a concussion that threatened destruction to any one who should have the temerity to venture out, seeing this individual poised in the air nearly a hundred feet above the deck, jerked to and fro with a velocity, and retaining his position at the earing with an equanimity, which excited the astonishment and admiration of all on board. This hero, Bill Johnson, as he called himself, did not allow the grass to grow under our feet, and one or other duty did not, perhaps, fortunately leave me much time to chew the cud of irksome suspense, or for the intrusion of sombre reflection.

Our ship was one of the numerous squadron* employed on the block-

* The following may be taken as a tolerably correct list of the force and class of vessels employed on this service at the latter end of 1803 and 1804.

Line of battle Ships.	Fifties and Forty-fours.	Frigates	Sloops of War, &c.	Bomb Vessels.	Gun-brigs.	Cutters and Luggers.
Monarch 74	Leopard	Immortalité	Dart	Vesuvius	Basilisk	Admiral Mitchell
Utrecht 64	Romney	Leda	Lark	Tartarus	Archer	Fly-by-Night
Ardent . 64	Adamant	Greyhound	Orestes	Fury	Conflict	Starling
Inflexible 74	Regulus	Euryalus	Bonnetta	Devastation	Blazer	
	Trusty	Seine	Harpy	Sulphur	Constitution	
	Antelope	Castor	Speedy	Explosion	Aggressor	
		Jamaica	Hermes	Volcano	Tigress	
		Champion	Alonzo	Hecla	Locust	
		Squirrel	Scourge	Lucifer		
			Eugenia	Perseus		
			Railleur	Discovery		
			Helder	Autumn		

ade and observation off Boulogne Sur Mer, the principal rendezvous for which was the Downs, or the equally shelterless anchorage of Dungeness; the whole were under the chief command of Admiral Lord Keith, whose flag was on board the Monarch of 74 guns, and of Rear-Admiral Louis, in the Leopard, 50. A division of these, forming a detached or flying squadron of the lighter vessels, frigates, sloops of war, brigs, and cutters, of which we were one, was under the immediate orders of that active and enterprizing officer Commodore Owen, in the Immortalité, and the service on which it was employed, particularly the brigs and small craft, was one of unceasing vigilance and exertion.

The range of coast immediately under our surveillance included that part of it on either side of Boulogne, from Cape Griznez, four leagues to the eastward, nearly to Saint Vallery, west; but the focus of all our operations, and the general rendezvous for our ships, was off the former town.

On this point the attention of all Europe, but more especially of Great Britain, was concentred with the most intense interest: a great problem, in which not only those, but more or less every other nation in the globe, were, perhaps, concerned, was about to be solved. Boulogne was the portal from which the greatest warrior of the age, one whose career had hitherto been but a rapid march from victory to victory; whose gigantic undertakings had never yet failed,—the modern Cæsar, was (from the same spot as his illustrious prototype,) to debouch at the head of legions flushed with conquest, to attempt the invasion and subjugation of our isle. A flotilla of upwards of a thousand sail, praams, brigs, lugger-rigged gun-boats and transports, were already collected in its harbour, exhibiting a forest of masts; and on the surrounding heights were encamped the redoubtable army which they were intended to transport. The cliffs to the eastward, as far as Cape Griznez, and to the westward to Point D'Alpret, bristled with cannon, the thunders of which resounded to the opposite shores of Dover, and were unceasingly heard whenever the weather permitted, or opportunities offered of reconnoitring or intercepting the convoys and reinforcements continually arriving from the different ports. These kept so close to the shore, that to attack them with any chance of success, we were necessarily exposed to the fire of the batteries; they generally allowed us to approach unmolested as near as we thought fit, but the instant we hove to or stood off, they vomited forth their showers of shot and shells.

Up to this period, Boulogne, eclipsed, particularly during peace, by its rival neighbour Calais, from the greater facility of communication between the latter and England, could boast but of a very indifferent harbour, formed by the estuary of the little river Laine, nearly dry at low water; but no sooner was the grand project of invasion conceived, than, for the first time since its occupation by the English in the sixteenth century, it suddenly assumed an air of bustle, and became the theatre of interesting events—the harbour being widened, and both banks lined with quays, had a bridge thrown over it—moles were constructed, and a spacious basin dug. Vimereux, a few miles to the north-east, was formed into a small port; and Ambleteuse, adjacent,

was deepened and enlarged. At the same time, to conduce to the security of the port and roads, the approach to which, on account of the shoals and cross-tides, is ever difficult, seven or eight forts were formed at low water on the sands for their defence.

The flotilla when assembled consisted of 1104 vessels, of which 578 were armed praams, gun-brigs, and luggers, the remainder transports, forming with those at Vimereux, Ambleteuse, Calais, and Ostend, a grand total of 2293 sail, intended to transport 163,645 men, including seamen, and 9059 horses. The praams were ship-rigged, one hundred and ten feet long, twenty-five broad, drawing only seven or eight feet of water, and mounting twelve long twenty-four pounders; the brigs three long twenty-fours, and an eight-inch howitzer, and the luggers one twenty-four and a field-piece. The whole divided into six divisions,* were under the chief command of Vice-Admiral Eustache Braix, assisted by Rear-Admiral Jean Raimond Lacrosse.

With such a force, nothing appeared more singular than the apparent apathy and indifference evinced by the enemy as to our movements, as long as we were not the aggressors. Except in stormy weather, the light squadron usually anchored on a bank parallel with the town, a little out of shell range; here we remained for days and weeks together, sometimes only a solitary frigate, or a few brigs, with as much confidence and tranquillity in the face of a numerous squadron of praams, brigs, &c. outside the harbour, at not much more than gun-shot distance, as if in Dover roads. In calm weather more especially, which precluded the possibility of an immediate reinforcement, they had many very tempting opportunities of attacking us advantageously, but of these they did not choose to avail themselves.

On the 28th of September, a strong north-east wind having obliged a small squadron of bomb vessels and others, under the orders of the Autumn, stationed off Calais, (which town they had the day previous bombarded,) to quit the coast, a division of thirty-six sail of brigs and luggers, taking advantage of the favourable opportunity of the wind and their absence, to slip out of the harbour, made the best of their way to Boulogne. These we encountered off Cape Griznez, and under the fire of their batteries, (maintaining a running fight of three hours,) chased to their destination. On the 29th, a second division of twenty-five sail making the same attempt, a similar effort on our part was again, with somewhat better success, made to defeat it. In the course of the action, which continued for nearly three hours, under a tremendous fire from all the batteries, a thirteen-inch shell falling in the starboard waist, just clear of the gangway, penetrated the main and lower

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* The first, or left wing, commanded by Rear-Admiral Jean Francois Courand, stationed at Etaples, was destined to transport the troops from the camp at Montreuil, commanded by Marshal Ney. The second and third, called the right and left wings of the centre, under Admiral Daniel Savory, and Capt. de Vaisseau Julien le Ray, occupied Boulogne, and were to carry the troops encamped in that neighbourhood, commanded by Marshal Soult. The fourth, or right wing, Capt. de Vaisseau François Henri Eugene Dangier, at Vimereux, for the troops of Marshal Lannes. The fifth, or Gallo Batavian Flotilla, at Ambleteuse, Vice-Admiral Verheul, for the troops of Davoust. The sixth division were at Calais, commanded by Capt. de Frégate Charles L'Eveque, to carry a division of Italian Infantry.

decks, leaving a chasm large enough for three or four men to stand in, and passing through a quantity of plank stowed in the wing, exploded among the junk and cordage usually stowed there, to which it set fire, scattering its fragments in all directions, but luckily without wounding a man. Among the various accidents by "flood and field," none is more awful or generally more fatal than a fire on board a ship, and the first alarm on this occasion caused a correspondent sensation among the crew, which I am satisfied no other kind of danger would have done; this, however, was soon dissipated. The hole through the decks forming a direct communication with the ignited materials, water was promptly and plentifully supplied through it, and in a few minutes the fire was extinguished. In this affair two or three of the enemy's vessels were driven on shore, the remainder either got into Ambleteuse or Boulogne.

On the 31st of Oct. while working in for the coast in the neighbourhood of Etaples, in company with the Lark and Harpy sloops-of-war, we observed a gun-brig and six other vessels standing out of that port; signals having been made to chase, and the Admiral Mitchell cutter making her appearance close in with the land, we succeeded in bringing the enemy's vessels to action under the batteries, and in a short time drove the brig and a sloop on shore. The cutter, drawing but little water, closed with the former, and particularly distinguished herself; she was, however, much cut up in her rigging, and had several men wounded.

The anniversary of the famous Gunpowder Plot, the 5th of Nov. was appropriately commemorated by the light squadron at anchor off Boulogne, in an attack on a division of the flotilla, and the whole coast was in a blaze; but with the exception of two vessels driven on shore, little was effected.

The stormy season was now approaching, and I was about to essay a winter's cruise among the dangerous shoals of the North Sea and the narrow Straits of Dover, a service the nature of which to be comprehended, must be experienced. From the commander to the cabin-boy, none can be more arduous or perilous; alternately striving with the storm, the rapid tides, and heavy broken cross seas, so peculiar to this part of the Channel. Among the sands of the Downs, Dunkirk, or Calais, during the long dismal winter nights, there were moments when the most indefatigable vigilance, skill, and energy, scarcely sufficed to preserve the respective vessels from destruction; and it must be matter of astonishment, as it is of high commendation, to all those acquainted with the subject, that so few casualties occurred among the numerous squadron, which during a long interval in all weathers, it was found necessary to maintain unflinchingly on this trying station. Many were the hair-breadth escapes which I, and doubtless all, have at various times experienced, when in a heavy sea, the wind would chop round, and make, of one or other coast or bay, a lee shore.

With plenty of sea room, the skilful seaman, familiar with difficulties, and fertile in expedients, has little to apprehend; but in a conflict with all the elements, and with neither space nor time for his resources, the most able and watchful cannot always provide for the emergencies contingent to so unequal a struggle, and our ship about this time very

narrowly escaped the fate reserved for her at a later period, when her gallant captain and all on board perished by shipwreck.

Dungeness was the occasional anchorage and rendezvous for the squadron in those gales, when it became difficult or unnecessary to remain off Boulogne. On the 16th of Nov. on one of those emergencies, when the threatening symptoms of a gale from the northward, and the bad weather peculiar to this season of the year, made it desirable to seek the shelter thus afforded, we stood over to the roadstead, which we did not reach until late in the evening. Owing to one of those illusions of the vision consequent on a hazy atmosphere at sea, in the vicinity of land, and a very dark night, there being no moon, the pilot, though the beacon light on the point was visible, mistook the anchorage, the shore being very low, and running the ship into shallow water, about 8 P.M., just as we were about to let go the anchor, she struck. In this critical position, with a heavy swell setting into the bay, which made the ship strike so hard as to shake us off our legs, and which only a stout new vessel like the M—— could have withstood, we remained for nearly two hours. Amid the confusion more or less inseparable from the first moments of danger in the best regulated ships, and among the coolest and most undaunted under such circumstances, in hoisting out boats and running out anchors, the brilliant but ghastly glare which the occasional and sudden burning of the blue lights threw on every object on deck, with the lanterns at the mizen-peak, contrasted with the sombre obscurity of the darkest night I ever witnessed, together with the flashes and roar of the guns, fired at intervals as signals of distress, the howling of the wind through the rigging, the flapping and shaking of the sails, and the lashing of the waves, furnished an admirable scene for some poetical spectator, but possessing for the immediate actors in it a somewhat too piquant and appalling interest. At length, by the assistance of a cutter and some boats of the squadron, which arrived with their tardy aid, after some ineffectual attempts to heave and back her off, our exertions were crowned with success, and the gallant ship once more rode in safety in deep water.

On our return to the Downs immediately after, I was gratified to find that the consummation of my wishes, which I had been so long impatiently anticipating, was, through the influence of my friends, at length effected, and I found myself transferred to the quarter-deck.

Few events, as may be imagined, have afforded me more vivid pleasure than this; and among a very fine set of young men in the midshipmen's mess, the greater part of whom have long since fallen, cut off in the flower of youth, either in the combat, by disease, or some other fatality, the concomitant of war and hard service, I passed the remainder of my time in this ship as agreeably as good health, good hopes, and congenial society could be supposed to make me. There being no actual vacancy for rating me on the ship's books, and one offering on board his Majesty's sloop P——, one of the squadron, I joined that vessel in the Downs on the 28th of January.

[To be continued.]

SKETCH OF THE SERVICES

OF THE

LATE LIEUT.-GEN. SIR HENRY CLINTON, K.C.B.

THE subject of this brief Memoir was the son of the late Gen. Sir Henry Clinton, and younger brother of the present Lieut.-Gen. Sir William Henry Clinton. He entered the army in 1787, as an Ensign in the 11th Foot, from which he was removed to the 1st Foot Guards in 1789. During the years 1788 and 1789, he served with the Brunswick corps, under Lieut.-Gen. De Riedesel, in Holland. In 1790 he received a company in the 15th Foot, from which he again exchanged to the 1st Foot Guards in 1792. In the following year he was appointed Aide-de-Camp to the Duke of York, in which capacity he served the campaigns of 1793 and 1794, in the Netherlands. He returned to England with the Duke, and remained Aide-de-Camp to his Royal Highness until 1795, when he was promoted to a Lieutenant-Colonelcy in the 66th Foot, and immediately proceeded to join his regiment in the West Indies. He was present at the landing in St. Lucie, under Sir Ralph Abercrombie, and at the siege and surrender of Morne Fortunée, after which he joined the 66th at Port Au Prince, St. Domingo. In 1796 he again exchanged to his old corps the Guards, and sailed from St. Domingo for England, but was made prisoner on the passage, and did not arrive in England until the summer of 1797. He served with the Guards in Ireland during the rebellion of 1798, and in that year was appointed Aide-de-Camp to the Lord Lieutenant and Commander-in-Chief in that country, Lord Cornwallis, under whom he served the short campaign in Connaught, and was present at the surrender of the French force, under Gen. Humbert, at Ballinamuck.

In April 1799, Lieut.-Col. Clinton, being attached to Lord William Bentinck, employed on a mission to the Austro-Russian army in Italy, was present at the battle of the Trebbia, sieges of Alexandria and Seravalle, and at the battle of Novi; after which, being appointed to attend Marshal Suwarrow on his march into Switzerland, he was present at the action in forcing the passage of St. Gothard, and at those of Teufels Bruck, Klonthaler See, and Glarus.

Early in 1800, being employed on a mission to the Austrian army in Swabia, then commanded by Field-Marshal-Lieutenant Kray, Lieut.-Col. Clinton was present at the battles of Eugen and Moeskerch, and during the retreat from the Upper Danube to Alt Otting in Bavaria. At the end of the campaign he rejoined his corps in England.

After serving for a short time as an Assistant in this country, he was appointed Adjutant-General in the East Indies. He joined the army under Lord Lake at Agra, and in the battle of Lasswarree, commanded the right of the army. In 1804 he resigned the appointment of Adjutant-General, and returned to England.

Colonel Clinton was next employed on a mission to the Russian army in Moravia, under Gen. Kutusow.

In 1806 he embarked for Sicily, in command of the flank battalion of the Guards. He commanded the garrison of Syracuse till the re-

turn of his regiment to England, in January 1808, when he was appointed Brigadier-General, and as such commanded a brigade in the Armament that sailed under Sir John Moore to Sweden. On his return from the latter place, he was appointed Adjutant-General to the army in Portugal: he was present at the battle of Vimiera, and with Sir John Moore during the campaign in Spain, and retreat through Gallicia to the embarkation at Corunna.*

In 1809 he was appointed Adjutant-General in Ireland, and in 1811, with the rank of Major-General, removed to the staff of the army in Portugal, and appointed to the command of the sixth division.

In June 1812, Major-Gen. Clinton was charged with the siege of the forts of Salamanca; he was present at the battle fought near that city on the 22d July. When Lord Wellington marched against Joseph Bonaparte at Madrid, Major-Gen. Clinton was entrusted with the command of that part of the army left upon the Douro to observe the enemy in that quarter. He was present at the siege of the Castle of Burgos, and in the several affairs which happened in the retreat from thence to the frontier of Portugal.

In April 1813, he was promoted to the rank of Lieutenant-General† in Spain and Portugal: he was present at the investment of Pamplona in July, and at the actions fought upon passing the Nivelle in November, and the Nive in December, of that year. During the winter he was employed in the blockade of Bayonne, was present at the battle of Orthes, affairs of Caceres and Tarbes, and at the battle of Toulouse.

Lieut.-Gen. Clinton was subsequently appointed second in command of the Belgian army: he commanded a division at the battle of Waterloo; and afterwards a division of the British contingent in France.

The estimation in which his services were held by Parliament will be seen by the addresses we shall subjoin of the eloquent Speaker, Mr. Abbott, (the late Lord Colchester,) and they were farther rewarded by the Order of the Bath, and several Orders of Knighthood from foreign powers.

In his address, after the battle of Salamanca, the Speaker observes:

"This House is always prompt to acknowledge military merit, and we rejoice to see amongst us‡ those who have signalized their names in war. When the Great Captain who commanded our armies in the Peninsula, after a series of skilful operations, obtained the opportunity for which he had long been anxious, and brought the enemy to action in front of Salamanca; he relates that the foremost of the troops, on their first onset, drove the enemy from height to height, and bore down all before them; that when the stress of the battle in other points had checked the bravest of our battalions, and disabled some of their most distinguished leaders, the division of which Major-Gen. Pringle then took the command, nevertheless steadily maintained the contest; and that when

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* Brig.-Gen. Clinton published a pamphlet explanatory of the motives which guided the operations of the British army during this campaign, the object of which was to justify the retreat of Sir John Moore, and "to clear Sir John's reputation from that shade which by some had been cast over it."

† In this year he was also appointed Colonel-Commandant of the first battalion 60th Foot; in 1814 Lieutenant-General in the army and Inspector-General of Infantry; and in 1815 he obtained the Colonelcy of the 3d Foot.

‡ Lieut.-Gen. Sir Henry Clinton for several years held a seat in Parliament.

the reserve was brought up by Major-Gen. Clinton, the issue of the day was rendered no longer doubtful, and the victory was by him completed. These plain recitals have marked out your exploits for public applause and admiration, and to these honours your country has also added the tribute of her public gratitude."

At a later period of the war, we find the following passages in an address from the same eloquent character to Lieut.-Generals Sir Henry Clinton, Sir William Stewart, Sir Thomas Picton, and Major-Gen. Pringle.

"You stand among us this day to receive our thanks for great and signal victories won by British arms on the fields of France. Descending from the Pyrenees, surmounting in adverse seasons all the difficulties of a country deeply intersected, and passing with unparalleled skill and boldness the formidable torrents of Navarre, after a series of arduous and sanguinary conflicts, you came up with the collected forces of the enemy posted upon the heights of Orthes. Attacked on all sides by British valour, the troops of France at length gave way and commenced their retreat; pressed, however, upon each flank, that retreat was soon changed into a flight, and that flight to a total route: pursuing their broken legions across the Adour, and seizing upon their strong holds and accumulated resources, you then laid open your way, on the one hand, to the deliverance of Bourdeaux, and on the other, to the lamented but glorious day of Toulouse. It has been your fortune to reap the latest laurels in this long and memorable war, and leading forward your victorious columns from the Tagus to the Garonne: you have witnessed, with arms in your hands, the downfal of that gigantic tyranny which your own prowess has so materially contributed to overthrow. Informed of these triumphant exploits, the House lost no time in according its thanks to all who had bravely fought the battles of their country. But to those whom we glory to reckon amongst our own Members, it is my duty and happiness to deliver those thanks personally."

In an address to Major-Gen. Lord Edward Somerset, the Speaker made the following allusion to Sir Henry Clinton's services:—

"They" (historians) "will relate, also, that Lieut.-Gen. Sir Henry Clinton, who had in five former battles commanded divisions of that heroic army which rescued Portugal and Spain, maintained a conspicuous post in the support of that embattled line, where the British Guards repulsed and put to flight the Imperial Guards of France."

The last occasion on which the Speaker addressed Sir Henry was after the glorious battle of Waterloo.

"After serving through the long campaigns of the Peninsular war, from Salamanca to Orthes and Toulouse, there remained nothing for a soldier to desire but to be present at the great battle of Waterloo; and if in that terrible conflict it were possible to select one spot more than another, where our national military character was put to its fiercest trial, it must have been that where you were commanding, with Hougoumont in your front, and directing or supporting the brave brigades of Major-Generals Byng, Maitland, and Adams."

Sir Henry Clinton died at his seat in Hampshire, on the 11th of last December.

SCENERY IN THE ST. LAWRENCE.

The distressing circumstances attending the recent wrecks on the island of Anticosti, in the river St. Lawrence, are among the too frequent events of this description, which from the degree of suffering they produced, will make a lasting impression on the mind of every one acquainted with them, but more particularly among our Quebec traders. It is too true, that not a winter passes without the loss of several vessels on the precipitous shores of this inhospitable island; one that is peculiarly destitute of all manner of protection to the tempest-driven bark, and whose desolate and overhanging cliffs threaten destruction in its most appalling form. The wreck-strewed reefs of this island, the ill-formed graves of shipwrecked mariners, tell of its dangers at each returning spring to those who pass it on their way to Quebec, and forcibly bring to their minds a recollection of a narrow escape, or the painful remembrance of the unhappy fate of some friend who perished on its shore.

The silvery spires of Quebec* were glittering in the first rays of the morning sun, when our little vessel was gliding down the river before a gentle westerly breeze in the beginning of last summer. As we passed the Hare Islands, we were naturally led into the above reflections by the appearance of their half covered reefs. The weather continued fine as the day advanced, the morning breeze gradually died away, and the peaceful waves of the St. Lawrence played wantonly on the reefs, as they obeyed the impulse of the flowing tide, and pursued their reluctant course toward Quebec. Red Island, with its thousand dangers, lay before us, veiled with all the appearance of safety to the unwary navigator by the serenity of the weather.

This island is situated in the middle of the river, and about one-third of the distance from Quebec to Anticosti. It is low, and little more than a rock, and though entirely destitute of trees, was now covered with a fine green herbage. The dark impetuous waters of the Saguenay rush into the St. Lawrence opposite to it, on the northern shore, and render the channel between them the most dangerous pass of the river. Such is the force with which the Saguenay falls into the St. Lawrence, that its current reaches a considerable distance into this river, causing foaming ripples, and a most dangerous short sea in gales of wind. Dangerous to a degree for small vessels, though not so much so to a large ship; but let such a one beware she is not becalmed here, for she will be hurried away by a tide running at the rate of seven miles an hour, into water too deep for any anchor to hold, till she is on the verge of the reefs, which extend several miles off the entrance of the Saguenay on one side, and those of Red Island on the other. The meeting of the ebb tides out of the Saguenay and the St. Lawrence, together with the interruptions they receive from reefs, causes them to set in various directions, but with increased violence, and sometimes immediately across the river. In short, the dangers of this channel have obtained it the appellation of the Scylla and Charybdis of the St. Lawrence, and many a fine vessel by means of

* The church spires of Quebec are covered with tin, which is used as a substitute for tile. Its brightness is preserved in some measure by the dryness of the climate, but principally by the lower edge of the tin being placed in a slanting, instead of the horizontal direction, by which means the wet runs off it more easily.

this current has been driven on the reefs in north-east gales, with their usual accompaniments of snow, rain, and fog, in the months of October and November, from thence carried off by the rapidity of the tide, and sunk in deep water never to be heard of more. How different was the scene before us; not a cloud appeared to veil the splendour of the noon-day sun; the wind had nearly died away, and all was still and calm around us, save where some half concealed rock, forming a barrier to the tide, disturbed the glassy surface of this majestic river.

The destination of our vessel was Gaspe, but we had also to stop in our way down at the Saguenay, and accordingly directed our course for the little harbour of Tadousac, at its entrance. The wind now entirely failed us, our sails lay in idle folds against the masts, the flood tide was strongly opposed to our course, and we were close off Red Island, but fortunately at about one-third of a mile from it on its south side, the only part where anchorage could be obtained. We were therefore obliged to drop our anchor, to prevent drifting back on the reefs, and to wait the next wind before we could attempt to gain the harbour of Tadousac. About half an hour after we had anchored, the ebb tide made, not gradually, but on a sudden. Our vessel obeyed its impulse, and to say she merely swung round to it, would convey no idea of its force; she literally flew round to present her stem to a current running at the rate of six miles and a half per hour, although it was the time of the weakest neap tides.

Having embarked with the express purpose of seeing as much as possible of the St. Lawrence, curiosity prompted a desire of visiting the much dreaded Red Island, and the continuance of the calm befriended our design. We entered our boat for this purpose, and while making rapid progress towards its shore, gazing steadfastly on the drift timber with which it was covered, the carpenter of our vessel, who was a veteran among the St. Lawrence navigators, told us he had been on this island under very different circumstances from the present; having been wrecked on it in a large merchant ship, in the month of November a few years before. The vessel was dashed to pieces on the reef in a snow-storm, and every article on board was lost. She was conveying settlers to Quebec, and their little property, on which were founded all their future prospects, lay buried in the sea. The hand of Providence, however, befriended them, for the vessel had struck during the ebb tide, and as the water receded from the reef, they were enabled (in all ninety-one persons) to reach the shore. Here they remained three long days and nights entirely destitute of provisions or water, and exposed, ill-prepared, to the inclemency of the weather, at a period when the ground was covered with snow. Shelterless, and threatened with all the horrors of starvation, they endeavoured to sustain nature on wild pea-plants, or whatever roots they could find, and sought protection from the intensity of the cold in holes, which abound on the surface of the island. In vain they searched for water. Three had already fallen under the calamity, and the rest were fast approaching the termination of their sufferings, when a schooner, which had been sent for the purpose, happily arrived, and took them off to Quebec. Even another day and few had been left to tell of their escape. Our informant led us to the part of the island where his three companions were buried, and without difficulty pointed out their graves. A few wild plants half concealed them; but they are not likely to be disturbed.

The story excited our interest the more, from being related by one of the survivors, and near the spot where the disaster happened. Nor was this the only tale of woe; others more recently had shared a similar fate. The fragments of ship-timber, masts, sheeves, and cordage, which lay scattered on the shore, served but to confirm the sad reality.

We were meditating on these spoils of the storm as we unconsciously strayed over the island, reflecting on the insignificant efforts of man to contend with the fury of the elements, when a signal from the vessel hurried us on board. A breeze had sprung up; it was now blowing steadily from the northward, and our vessel was shortly again under sail. The direction of the wind, and the rapidity of the tide, would not allow of our approaching the Saguenay. Even had we been close under the northern shore it would not have availed us, for blowing in the direction of the stream, this wind served but to hasten its course. We were therefore contented to leave the Saguenay until on our return to Quebec, and kept our course down the river for Gaspe.

Our vessel had the character of being the swiftest sailer on the river. She was a fine schooner of 120 tons, and to use a seaman's phrase, was "well found." Her captain knew well how to manage her; he was a steady skilful seaman, and had gained considerable experience in the navigation of the river. She was his favourite vessel, and knowing the good qualities of both, we felt no apprehensions for our safety, although in a fickle and changeable climate. The banks of the river, as we passed swiftly down, gradually receded from each other, and were now more than twenty miles apart. The northern shore is, in general, formed of a high and magnificent range of country, terminating abruptly in broken and precipitous cliffs, which in some parts overhang the water. The southern bank presents a more pleasing appearance to the eye, being of a moderate height, and studded here and there with straggling groups of houses, the peaceful habitations of the Canadian peasantry. These are of all others a most contented class of people. Heedless of the passing events in the busy world, they cultivate the ground which they have inherited from their fathers, attend the business of their farm, and know no other wants beyond those which it supplies.

Our progress down the river was uninterrupted. We left the dangerous island of Anticosti to seaward as we kept close to the Canadian shore, that we might pass as near as possible to Cape Gaspe, and thereby have less difficulty in getting into the harbour. The inexhaustible fisheries of the St. Lawrence are well known; but the resources of Gaspe in this particular, place it among the principal of its harbours. We had no sooner opened a view of the Cape, than we were astonished at the vast number of boats which were employed in this business. Such was their number, that the sea was scarcely discernible among them, and seemed literally alive. The principal fish taken is the cod, which, when dried, is exported to Europe in large quantities, and here is also a fine mackarel fishery in the proper season. Vessels from Jersey annually bring in exchange articles of clothing, groceries, wines, spirits, and provisions, and carry the fish to Lisbon, Cadiz, and other places. As we passed along the coast, we observed the shore of every little bay lined with stages, on which the fish were undergoing the preparation of drying and salting; in fact, the whole population of

Gaspe seemed to be occupied either in fishing or preparing the fish for exportation. Thus, a fine hardy active race of men are brought up accustomed to the sea, and at some future period will form a safeguard to their country. The various points which separate these bays terminate in abrupt precipices of a stupendous height, and form the most magnificent scenery that can be imagined. Whilst passing them in the vessel, they were presented to us in the most advantageous point of view. They are composed of a limestone rock, and bear evident marks of the ravages which the stormy waves of the Gulf of St. Lawrence are making on them. The surf, by its incessant action on these cliffs, has excavated immense caverns and porticos. In some places isolated portions of a fantastic form have been separated, which being of a harder nature than the rest, stand detached at a distance from the shore. Their bases have become diminished by the continual washing of the surf, whilst the upper parts remain uninjured. They then resemble flower-pots, and the resemblance is the more increased by the accidental circumstance of a few hardy trees of the pine species flourishing on their summits, and which give them altogether a very remarkable appearance. Some rocks of a similar nature to these are found on Lake Huron. They originate from similar circumstances, and are well known to those who have frequented this lake, by the name of the "Flower-pots."

On entering the Bay of Gaspe, the scene before us was of the most animating description. It is a fine extensive bay, capable of containing a large fleet in the utmost safety. Several vessels were lying at anchor, and groups of boats, some stationary, and others under sail, were following their busy occupation of fishing in various parts of the bay. The town of Douglas is seated at the inner extremity of the bay, and, like most fishing towns, has rather a straggling appearance. The number of inhabitants is considerable, although widely scattered; and it is an extraordinary fact, that there are few or no Canadians among them; the principal part being from Guernsey and Jersey. They speak an unintelligible patois Jersey French. The women are fair, and on the whole, are not wanting in beauty. The men are of an active, busy disposition, and have a fine healthy appearance. They have a minister of the Church of England, and in a part of the town is a building of a very primitive nature, which is dignified by the name of church. It is a large oblong house, composed of the logs of trees, laid on each other, in the true Canadian style of architecture. As for the interior, was it not for something at the end resembling a pulpit, the whole might be easily mistaken for a barn, with stalls in it for cattle. Close to it stands a large tree divested of its branches, on the top of which a bell is suspended to announce the time of divine service. As we were gratifying our curiosity in surveying this building, we had an opportunity of witnessing a marriage ceremony. We soon learned that the custom of saluting the bride was observed here rather unceremoniously, and that it is generally her object to effect a retreat from the church as soon as possible, to avoid the rude congratulations of some of her countrymen. The clergyman has the privilege of setting the example, and in the present instance, the lady had much to encounter before she could escape with her new husband.

The upper class have neither much refinement, nor information to boast of. The fact is, they are secluded in a great measure from the

rest of the world, and have but little intercourse with society. Their ideas in consequence are much confined, and do not extend far beyond the principal business of the town, that of exporting fish. In fact, they see so much fish, and hear so much said about fish, and also live so much on fish, that as may naturally be supposed, they know more of fish than of any thing else. They are contented and cheerful, with few enjoyments, and apparently fewer wants. It is impossible to be among them without being much pleased with their simple and ingenuous manners.

Having attained the object of our visit at Gaspe, and not being obliged to hasten our return to Quebec, we determined on making a tour of Anticosti, and accordingly laid in a little stock of sea provision for this purpose, but were unable to procure a sufficiency of any article excepting fish. Of dried fish Gaspe afforded plenty, and being more bent on gratifying our mental than our epicurean desires, every thing was prepared for sea.

The distant summits of the Canadian hills were tinted by the rising sun, as we sailed slowly out of the bay with the morning breeze, and bade adieu to Gaspe. Our vessel had not gained the distance of many miles from the shore, before we met with a change of wind. This, coming from the north-east quarter, passes in its course the sea about Newfoundland, which at this time of year, (the month of June,) is generally full of icebergs, and thereby becomes much chilled. Encountering the westerly currents of air, charged with the vapours from the great lakes, this cold wind produces a speedy condensation, and a thick fog mostly ensues. Such was the case now, and we passed two tedious days enveloped in mist without seeing more than the sky above, and the sea by the side of our vessel. In the course of the evening, the atmosphere became perfectly clear in the zenith, although the fog continued of the same density around us. The occurrence of these fogs is very common at this time of the year, as well as in the winter. It is to them that the navigation of the river owes much of its danger; for without wind, a vessel falls under the influence of currents; when accompanied by a gale, they become a source of much dread, and are too often attended with fatal consequences. These fogs are so dense, that the mist may be distinctly seen passing rapidly over the surface of the water with the course of the wind; and whilst the eye is unable to distinguish objects at the distance of a hundred feet around, the sun above is shining with uninterrupted splendour.

The wind had suddenly shifted to the west, and was increasing to a gale as we approached Ellis Bay, on the south-west part of Anticosti. On nearing it we observed with our glasses a large vessel lying on the reef at the entrance. We ran down close to her for the purpose of affording assistance, and found she was a large merchant brig. The sea was breaking over her, had already washed away her masts, and had left only her bowsprit uninjured. We afterwards learned that she was the Hibernia of Liverpool, and were shown the grave of her master, who died in consequence of the suffering and fatigue he underwent after the vessel struck. No signs appearing of any one being on the wreck, we ran into Ellis Bay, which afforded us ample security from the heavy westerly gale that followed.

[To be continued.]

A DAY'S JOURNAL ON BOARD A TRANSPORT.

WHEN ON THE SECRET EXPEDITION UNDER BRIG.-GEN. CRAUFURD, 1806–7.

"Ex uno disce omnes."

At dawn of day, disturb'd in bed,
With swabs and buckets o'er my head,
Discordant sounds my slumber breaking,
Water splashing, rudder creaking;
Robbed of my rest by bugs and fleas,
I curse my fate, and d—n the seas.

O! for the calm domestic scene,
'Midst sheep-walks, woods, and meadows green,
Far from all ships, all rocks and seas,
On the green turf, reclined at ease;
Or lolling in my elbow-chair,
I read of shipwrecks, storms, and war,
The wild wind's song, and torrents roar,
Endear my rural cot the more.

Far from these sweet and tranquil joys,
My days are spent in endless noise,
'Midst pigs and monkeys, mice and rats,
'Midst quacking ducks and squalling brats,
While life and fortune's sole defence
Hangs on the feeble thread of chance,
And death's inevitable stroke
Depends upon a plank of oak.

First on the list of our tormentors—
The bell strikes six—the serjeant enters,
With Stentor's lungs and glaring eyes,
"Gem'men, 'tis seven o'clock," he cries;
The doleful sound, with peals of thunder.
"Bursts the soft bands of sleep asunder,"
With half-closed eyes and aching head,
We crawl unwilling out of bed,
Some without breeches, some in buff,
Assembly whimsical enough!
For once when in a ship transported,
When too close intimacy's courted,
In herds gregarious men unite,
Their naked limbs expose to sight,
And decency, celestial maid,
Is banish'd to her rural shade!

The toilets all in order placed,
The shaving scene commences next,
Behind our chairs our valets stand,
And smile to see the shaking hand,
Nervous from last night's dissipation,
Commence the dreadful operation.
We tear, and scrape, and grin with pain,
And d—n the ship, and scrape again.

This labour o'er, on deck collected,
The compass view'd, and log inspected,
The bets commence;—I say Janeiro's
More likely far than Buenos Ayres,

The current and the variation
Would never take us to that station;
If to Brazil we first were bound,
What brought us such a cursed round,
I say, we 'll double Cape Horn yet,
A cob* with you—'tis done—a bet!

The bell strikes eight, the coffee roasted,
The sheep well milked and cakes well toasted,
To breakfast all repair in haste,
And feed upon the motley feast;
For here we in perfection see
The charms of sweet variety.
Here 's pork fenced round with grizzly hair,
Sweet honey here, rank butter there:
There 's tea that ne'er your nerves will injure,
There 's jam, chow-chow, and India ginger,
And junk—the staff of sailor's life,
That bids defiance to the knife.

This point discuss'd, the tedious day
Rolls its insipid hours away,
No prospect round but sky and sea,
Unjoyous uniformity.

At twelve the junk laid out for snack,
Defies another fierce attack,
With cheese and onions, pork and wine,
To stay our stomachs till we dine.
This dreadful interval, alas!
Is worse than all the rest to pass;
Some write to sweethearts, some to wives,
Some write the history of their lives;
Some with backgammon rack their brains,
And d—n the luck of him who gains,
Others old scraps of plays rehearse,
Some turn their journals into verse;
Many with nothing plague their head,
Some go to cards, and some to bed.

Now sound the trumpets, roll the drums,
Th' important hour of dinner comes,
The hour that brings to all relief,
The solace of our toils and grief,—
First at the head, in state is seen,
The mutton broth in tin tureen,
Next mutton roast, and mutton boil'd,
And mutton hash'd, and mutton broiled,
And mutton curry, smok'd and spoil'd;
Mutton so rank they 're forced to stew it,
And dumpling rich with mutton suet,
And pie as strong as civet-cat,
And pancakes drench'd in mutton fat.
On *various* viands thus we dine,
Then haste to sip the ruby wine;
This happy hour's too sweet to last,
The pints are out, our joy is past.

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* Term for a dollar.

A dismal period next succeeds
Till six bells strike, then whist proceeds,
Vingtun, or lammy, draughts, picket,
Or any thing to get a bet.
Sometimes, indeed, we pass the night
In scenes of rational delight,
When Shakspeare's muse enchants the soul,
And Tragedy, with poison'd bowl,
Robed in the garb of bitterest woe,
Compels the starting tear to flow;
Or Comedy, with laughing eye,
Wakes in the heart ecstatic joy.

These scenes with matchless skill pourtray'd,
Combined with sweetest music's aid,
Give to the polish'd ear of taste,
A rich repast—a mutual feast
Th' unletter'd rake can never know,
That sensual joys can ne'er bestow.

A grosser feast now waits the senses,
The bell strikes eight, the grog commences;
With songs " and social gay delight,"
Cigars and punch conclude the night!

C.

A TALE OF THE SPANISH WAR.

" Et qui fecêre, et qui facta aliorum scripsêre, multi laudantur."—SALLUST.

It was during the exterminating warfare which characterized the invasion of Spain by the French, that a small body of Cuirassiers, detached from the main division, had halted for the night at a village called Figuieras. The appearance of this company was to the poor inhabitants a source of disagreeable anticipations, actuated as they were by natural antipathy to a domineering foe, and by anxiety for the little property acquired by the toil of congregated years. " What ho!" cried the leader of the soldiery, as he stopped before the gate of the monastery, the only house in the hamlet that appeared capable of rendering any tolerable accommodation; " Open your doors, or, by my valiant Sovereign, all your Ave's will not profit you," and as he spoke he struck the portal with his sword, as if to prove his threats would speedily be enforced, if a ready acquiescence were not accorded to his mandates.

There was silence for a time, as though the inmates were deliberating on what course to pursue; and then the figure of an aged man became apparent, as with trembling hands he loosed the fastenings which secured the dwelling. He bore a torch, whose gleam threw a murky glare upon the men at arms, and served but indistinctly to illume the gloomy court. " Save you!" said the French Colonel ironically, at the same time making a lowly obeisance, " I bear my superior's greetings to your holy body, and expect good fare for my commands: the cellars are well stored, no doubt?" A crimson glow for a moment flushed the pallid check of the venerable father, as La Ville (for that was the Colonel's name) concluded his address; but it passed instantly away, and he returned no response save by a gentle inclination of the head.

La Ville regarded not his emotion, but, ordering his soldiers to dismount and place their chargers in the spacious court-yard, entered the solemn pile accompanied by his brother officers. The clang of the spurs as they paced along the vaulted passages, escorted by their aged guide, too plainly announced to the monks the propinquity of their enemies,—those wonted scoffers of all the sacred ordinances of religion, for such a character had they acquired: partly true, but principally founded on the misrepresentations of those who were well aware how much such a belief would kindle patriotic zeal against them.

As they entered the refectory, the assembled brethren rose from their seats, and calmly viewed the haughty intruders. "Excuse me, Fathers!" exclaimed La Ville, awed into respect by their dignified demeanour, "but my men require repose, and in these troublous times, as little courtesy is needed, I have that plea to warrant this intrusion; my men must be provided with good cheer, or else—" and he touched the hilt of his sabre significantly. "But," he continued, "I hope there will not be occasion for proceeding to extremities, the odds are too much in our favour."—"Sir," replied the Abbot, "your wishes must be obeyed, were even our desire to serve you less."—"I deem, if I relied on that, my entertainment were but very poor."—"This is an unkind opinion," returned the superior; "deeds will convince you of its fallacy." So saying, he motioned them to sit down, and commanded the servitors to load the table with the best the monastery could afford.

The table soon groaned beneath the weight of delicacies, and cordiality usurped the place where distrust so lately reigned. The Abbot left the apartment for a brief interval, and speedily returned, followed by two attendants bearing immense silver vessels filled with luscious and delicious wine. "Now, tell me candidly," exclaimed a young officer but lately arrived from the military college, "tell me if you have any pretty damsel here—you understand me, a niece or so, to benefit by your pious admonitions." The eye of the superior shone with a wrathful glare at the speaker, and then a bitter smile passed across his features. "Fear not," he replied, "for this night's entertainment will be better than any you shall *hereafter* enjoy; but Heaven forbid we should harbour such polluted beings as you allude to!" "Ay," retorted La Ville, "at least for irreligious laymen, who know not how to temper their love-suits with pious sighings for the great iniquity of our frail natures: but a truce with raillery, and let us taste the wine; nothing so much promotes good fellowship."

"But, good father," he continued, as he filled a goblet with the sparkling wine," you must pledge me in a bumper, so fill your glass." "The rules of our order forbid us to indulge in wine," answered the Abbot, "and therefore you must excuse me, or my brethren, from tasting of the ruby produce of the vine." La Ville smiled ironically, as though he thought it was hypocrisy on the father's part in refusing to drink any thing stronger than the liquid spring of water. He raised the goblet to his lips, but placed it again untasted on the board. The monks looked upon the movement with suspicious eye, as if to seek solution for the Frenchman's act.

"Suspicion strikes me," cried La Ville sternly, "and if my surmise prove correct, this shall be the last exploit you will enact. Fellow Soldiers! taste not the wine, it may be poisoned: such deeds have

been performed before, and by monastic artifice." As the speaker thus addressed his auditors, every eye was riveted on the superior, whose countenance afforded no credit to the Colonel's surmise. "Drink of the wine first," continued La Ville, "you and your brethren, and then we will follow your example." The Abbot raised his eyes to Heaven, and seemed for a moment buried in meditation; then taking the proffered cup, swallowed the contents. The entire confraternity also drank the potion.

"Now are you satisfied?" he inquired; "now are your ungenerous doubts resolved?"—"Yes!" replied the French; "and here we pledge to you, good fathers. Cup succeeded cup, as the elated soldiers, delighted with their superior entertainment, sought to take advantage of their present favourable quarters. "Believe me," stammered out a jovial Lieutenant, "we will ever prove grateful for the kindness we have experienced, and mayhap, I may send in exchange for this Sauterne, a lovely girl of mine, the beauteous Louise."—"A poor exchange," retorted another,—"nothing so true as wine, nor so fickle as woman."—"When our royal eagle waves over the entire land," cried La Ville, "the brethren of this monastery shall be amply rewarded for their hospitality, and—" "Stop your kind commendations," interrupted the Abbot; "that day you shall never behold: base tools of violence, hear me, and shudder at my words: know that the wine we drank was poisoned! Start not! our country claimed the sacrifice, and willingly we did our duty—and though the pangs of death are fast approaching, yet the thought that you, our enemies, must die with us, is balsam to the tortured body. Does not the venom even now rankle in your veins? Speak! slaves, speak!"

Consternation seized the French as they listened to the dreadful declaration, and even then the agonizing throbs declared how true was the assertion. Madly they rushed on their betrayers, but death was already enacting his part, and stayed their impetuous hands. Soon the smothered groan, the frightful scream, the mingled prayer and curse, rose on the silent ear of night.——The morning came; and of the many who had entered on the previous evening into the monastery, not one remained to quit its gloomy precincts.

H. W. G. L.

ANECDOTE OF HIS LATE MAJESTY AND GENERAL PICTON, UNCLE TO SIR THOMAS PICTON.

On the 12th regiment becoming vacant by the removal of Sir Henry Clinton to the 7th Light Dragoons in 1779, the Secretary at War waited on his Majesty to receive his Majesty's commands with the recommendation of a successor. His Majesty, however, directed the Secretary to inform Gen. Picton that he was appointed to the 12th regiment.

On the first levee Gen. Picton attended to return thanks and kiss hands on the occasion, when his Majesty told the General, "It was Capt. Picton of the 12th Grenadiers, at the battle of Minden, he had to thank for the regiment."

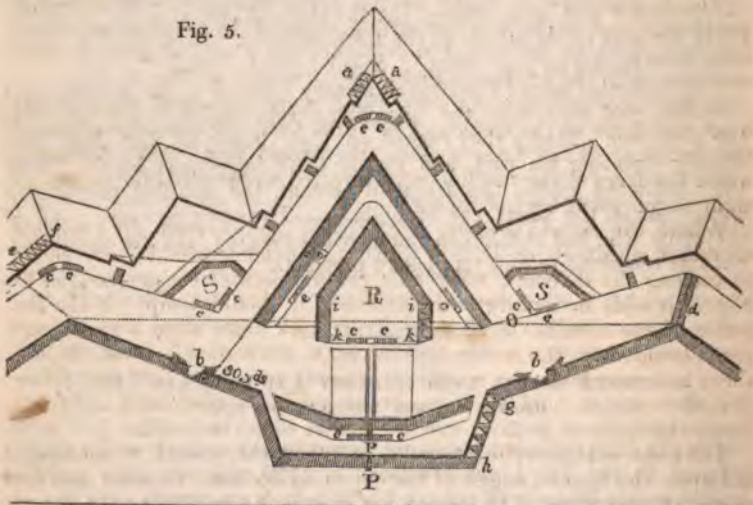
A POPULAR VIEW OF FORTIFICATION AND GUNNERY.

NO. 2.*

VAULTED passages of masonry, or *posterns*, are constructed to run from the interior slope of the rampart in the curtains, P. Fig. 5, inclining downwards, so as to open near† the bottom of the main ditch when it is dry, and at the level of the highest water when it is wet. Each of these posterns opens in the centre of the curtain behind the tenaille; in issuing out of the postern into the ditch, the defenders are covered in front by the mass of the tenaille: this is of much importance, for towards the latter part of a siege, when the assailants are in possession of the crest of the glacis all round, and have established their batteries there, they could from this situation batter the mouth of the postern, (were it not hidden from their view by the tenaille,) and in that case, the communication from the enceinte to the outworks would be cut off or rendered extremely difficult, consequently the defence of the outworks could not be prolonged or vigorous.

It has already been observed, that the musketry fire from the flanks of the bastions adjoining each other, is to defend the main ditch:‡ but these flanks are also armed with cannon, and the relief of the tenaille is regulated so as to allow the guns on the flanks to bear upon the main ditch in the following manner.

Fig. 5.



* The figures in our Popular View of Fortification, No. 1, should have been numbered 1, 2, 3, and 4. It is necessary to mention this, as various references will be made to those figures in future Numbers. The first figure in the present paper is No. 5.

† The mouth of the postern should be about six feet from the bottom of the dry ditch; temporary wooden stairs are used to communicate into the ditch. Should an enemy get into the ditch, the defenders can retire through the postern and draw the wooden steps in with them: posterns are furnished with doors at each end, and sometimes with loop-holed doors in the middle of the passage, and pits with tilting doors, to aid in their defence.

‡ See page 56, U. S. Journal, for Jan. 1830.

In Fig. 5, suppose the besiegers to have erected their batteries at *a a*, and that by firing through the ditch of the ravelin, they have made breaches in the faces of the bastions at *b b*. The fire of cannon from the flanks should be able to sweep the bottom of the main ditch at these breaches *b b*, and the relief or height of the tenaille is kept low enough to allow the fire of the cannon on the flanks to pass over it, without injury to the defenders who may be placed on it. Thus the besiegers cannot attempt to assault any breach made in the face of the bastion, until the fire of the flanks be silenced or subdued. Supposing the total relief of the enceinte in Fig. 5 to be 46 feet, (that is, the height from the bottom of the ditch to the summit of the work,) and the ditch to be dry, then the relief of the tenaille would be 24 feet. Thus the relief of the tenaille on any front will depend not only upon the depth of the ditch, but likewise upon the tracing, or the distance that the flank may be from the face of the bastion, whose ditch it has to defend.

A postern, P, Fig. 5, is likewise constructed through the centre of the tenaille, issuing out between the parapets of the caponnière; thus the communication from the enceinte is covered all the way to the ravelin; and it is necessary that it should be so, that the ravelin may have abundant supplies of men and ammunition for its defence; as it has been already shown of what importance the ravelin is, when the active defence of a fortress arises chiefly from the fire of the faces of the bastions and of the ravelins.

The rear or entrance into a work is called the *gorge*, and staircases are constructed in the masonry of the gorges of the tenailles and ravelins, as well as in the saliant and re-entering places of arms, to communicate with the ditches in their rear, as at *c c c c*, Fig. 5.

If the faces of the ravelin in Fig. 5 were prolonged, they should meet the faces of the bastion at 30 yards from the shoulder angles of the bastions. Thus these angles are covered better than formerly, when the faces of the ravelins were directed to the shoulder angles, or eight or ten yards beyond them.

Where the ravelin is large, as in Fig. 5, there is room for a *redoubt* or *reduit* within it, as R, into which the defenders of it may retire to prolong the defence; when this redoubt is well constructed, as in Fig. 5, it adds materially to the defence: it should occupy all the interior of the ravelin, leaving the latter work from sixteen to twenty yards broad, from the revêtement in rear to the cordon in front. When there is a redoubt in the ravelin, it is made two and a half feet lower than the enceinte, and it commands the ravelin by two and a half feet; hence the enceinte is about five feet higher than the ravelin.

The gorge of the ravelin, as well as of its redoubt, should, if prolonged, fall upon the flanked angles of the adjoining bastions, in order that an enemy in possession of the covered-way may not be able to see any of the interior of these works, or the defenders ascending or descending the staircases at their gorges.

The ditch of the redoubt of the ravelin is defended by a flanking fire from the faces of the bastions that look upon it. The redoubt of the ravelin should have flanks, *i k*, Fig. 5, each capable of carrying three guns, to bear upon any breach made in the faces of the adjoining bastions; and thus force the assailants to silence the fire of the flanks

of the redoubt ere they can assault the face of the bastion, the fire of which would take them in rear or *reverse*. Hence, to enable the besiegers to assault a bastion as A or B, in Fig. 6,

Fig. 6.

it becomes necessary to capture the two adjoining ravelins and the redoubts within them.

To communicate from the redoubt to the ravelin, a postern runs underneath each of the flanks of the former, issuing into its ditch, and a flight of steps, *c*, Fig. 5, leads up the counterscarp revêtement of the ravelin.

The re-entering places of arms should be made large enough to admit of the construction of good redoubts in each, Fig. 5, SS; revêted with masonry. Their faces are directed, so as to render it very difficult or impossible to enfilade or rake them from the country, as their prolongation does not fall into the country, but upon the adjoining works.

These redoubts in the re-entering places of arms, serve as strong posts for the defenders of the covered-way to retire into when pressed by the assailants; it adds much to the confidence of troops, to know that there is strong cover at hand into which they can retreat, and these posts augment the defensive properties of the covered-way materially. These redoubts have parapets of fifteen feet in thickness: their ditches should be eighteen feet broad and ten feet deep: along the counterscarp a ramp, or inclined plane, is formed, down which the retiring party retreat, and crossing the ditch, pass through a postern that runs underneath the parapet into the interior of the work. A flank should be given to each redoubt on the side next to the ravelin, the fire of which bearing in reverse upon any breach made in the face of the ravelin, forces the assailant to silence the redoubt of the re-entering place of arms, ere he can assault the ravelin.

With respect to the relief of the redoubt in the re-entering place of arms, Fig. 5, it is easily seen by examining its position, that were it not kept about one and a half or two feet above the covered-way, it would not answer as a post to prolong its defence, and that, if it were higher than this, it would interfere with the fire from part of the faces of the bastion and ravelin in its rear.

Although the foregoing be a sketch of the disposition of the works of a well-arranged fortress, still few fortified places exist that combine all the principles here laid down, as most of the fortresses to be seen in the frontiers of Germany, France, and elsewhere, have been built previously to the present *Bastion System* becoming as perfect as has been now shown; but in examining fortified cities, or plans of them, bas-

tions, ravelins, covered-ways, &c. can be easily and distinctly traced. The size of the ravelin, as has been shown in Figs. 4, 5, and 6, will rarely be seen in old works, its enlargement being a modern improvement, as is also the construction of the redoubts, both in the ravelin and in the re-entering places of arms, which serve materially to prolong the defence.

Nor should a regular polygon surrounding a place, with a complete front on each side, be looked for, unless the place be constructed on a perfectly level plain, equally accessible on every side; a condition scarcely ever met with, and which engineers do not conceive to be desirable. The general outline of the polygon surrounding the place will naturally follow the shape of the ground that it embraces, and from the positions usually selected for fortresses, there may be several sides of a large place inaccessible, or difficult of access from having the sea, an unfordable river, a precipice, a swamp, an inundation, &c. to cover them from the approach of an enemy. In such a case, the construction of the works already detailed as constituting a complete front, would be quite unnecessary: such inaccessible fronts are usually closed in by a simple rampart and parapet, having artillery, *en barbette* or embrasure, to command the obstacle covering it, and the ground beyond it, as may be seen at Portsmouth, Flushing, Bergen-up-Zoom, Badajoz, &c. where the inaccessible fronts are enclosed by simple ramparts mounting cannon: the revêtement of these ramparts should however, if possible, be covered by a glacis from the view of any neighbouring ground from whence an enemy could batter them down; as at Fort William, Bengal, on the river side. Maréchal Vauban,* who may justly be called the father of fortification, (since the revolution in

* It is not easy to fix the exact period of the invention of bastions: several authors mention them at the end of the fifteenth century. But this mode of fortifying, which originated with the Italians, may be more properly said to have commenced with the sixteenth century. The bastions that are on the enceinte of *Verona*, built in 1523, under the direction of the Italian engineer *San Micheli*, are the oldest known, and we believe that they were the first constructed: however this may be, as we have already shown that the bastion system followed the change made in the art of war by the knowledge of gunpowder, it was not till the end of the fifteenth century that artillery was perfect enough to be commonly used in sieges.

Sully, Prime Minister of *Henry IV.* of France, and Superintendent of Fortifications, confided the conduct of his works to a corps of engineers, and *Errard de Bar-le-Duc*, one of the principal officers of this regiment, was charged to write on the art of Fortification, in order to spread the knowledge of it in his corps. His treatise, (which is the first published in French,) is dated 1594. *Errard*, who enjoyed considerable reputation in France, had the conduct of most of the works that Henry IV. caused to be made in his places of war. A part of the enceinte of the citadel of *Doulens* was constructed by him, as well as the citadel of *Amiens*, which was raised entirely according to his design, as also some works at *Montreuil*, at *Calais*, &c.

Le Chevalier *de Ville*, engineer under Louis XIII. of France, published a treatise, dated 1629, (thirty-five years after Errard,) in which he rectified and completed much that *Errard* had only sketched. *De Ville* was charged with amending the works of several places: he gave new enceintes to *Calais* and *Montreuil*.

Sixteen years after *De Ville's* treatise, we find that of *Le Comte de Pagan*, dated in 1645. It was *Pagan* who first disengaged this science from an infinite number of systematic suppositions that custom had consecrated, and which rested more upon mathematical reasonings than upon practice. Six years after writing his treatise *Pagan* died. He may be said to be the first engineer in France, who, as a soldier, viewed fortification scientifically. As an engineer, he may perhaps be placed on a parallel with *Vauban*, having created the science which the latter perfected. *Pagan* became blind at thirty-eight years of age: this arrested the brilliant career which had already conducted

military science arising from the knowledge of gunpowder) has divided his fortification into *great*, *mean*, and *small*, according to the length of the exterior side of the polygon surrounding the place. When the exterior side (or in other words, the distance from the flanked angle of one bastion to the flanked angle of the next) exceeds 380 yards, he called it a *great* side; when the exterior side is from 350 to 360 yards in length, it is a *mean* front; and when less than 350 yards, it is a *small* front of fortification. Vauban applied his *great* fronts to inaccessible ground, or ground very difficult of access; there being seldom any necessity for outworks in such a case. His *mean* fronts he applied to such ground as admits of the regular process of attack; (hence mean fronts are those spoken of in Figs. 4, 5, and 6) and *small* fronts he considered most suitable for citadels and advanced works.

Here it is evident, that, in the application of the great, mean, and small sides, an engineer must be guided by the localities of the ground on which his works are to be constructed; and the particular object, as well as the extent and nature of the ground on which it is deemed necessary to construct advanced works, &c. Hence, it is not surprising that a perfectly regular fortress is never met with; and after being acquainted with the first principles of fortification, it is obvious that a great deal of information, as well as an enlarged and correct view of the science in general, can be obtained by studying closely every plan of a ruined or of an existing fortress, to be found in any work. Let the reader turn to any military work containing plates of fortresses or sieges, and consider the localities of the ground, when he will not fail to trace the causes of some fronts being much more strongly fortified than others; and, after we have explained the object and nature of advanced works, he will also see the propriety of covering some fronts with strong posts beyond the glacis.

The foregoing hints on the irregularity* of fortresses, which have

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him to the rank of *Marechal-de-Camp;* when, being no longer capable of active service, he gave himself up to the sciences, and composed his treatise on fortification.

Le Maréchal de Vauban was born in 1633, and in 1655 (the date of Pagan's death) he had already acquired reputation in the sieges of *Sainte-Menéhould*, of *Stenay* and of *Laudrecie*. *Vauban* followed up the principles suggested by *Pagan*, applied them most extensively in practice, and with consummate skill and judgment. Having built thirty-three new fortresses, and repaired or improved one hundred; and having conducted fifty sieges, he has left his extensive works and some memoirs to speak for themselves. From these, the systems have been compiled, known so generally as Vauban's First Method, Vauban's Second and Third Methods of Fortification. Had his genius rested in obtaining a permanent superiority for the defence, posterity would have been much indebted to him, but in the service of that ambitious monarch Louis XIV. he turned his talent to the advancement of his master's views, and soon perfected a powerful and resistless system of attack, which has been ever since most successfully followed.

Since Vauban's time, several improvements have been proposed, and the fronts explained in these papers are on the general principles of Vauban, with approved changes made by *Cormontaingne*. The latter entered the corps of French Engineers in 1716, (nine years after Vauban's death). He died as a *Maréchal-de-Camp* in 1750.

Many other methods have been proposed from time to time. *Coehorn*, a celebrated Dutch engineer, contemporary and rival of Vauban, invented a system especially suited to the low wet soil of Holland, which has been executed at Bergen-up-Zoom, at Manheim, &c. and which possesses great merit.

It is, however, needless to mention the numerous methods that have been published; an officer acquainted with the principles we are now endeavouring to explain, can readily enter into the merits of all other systems of fortification.

* A *regular fortification* is when the polygon surrounding the place has all its sides and angles equal to each other, and the works on each front similar and equal. *An*

been drawn on by the necessity of explaining what has been called the great, mean, and small fortification, have led us somewhat away from our subject:—to return. Fortresses situated on the sea-side, or having a river passing through or near them, may have the advantage of the ditches being wet or dry at pleasure, by constructing walls of masonry across the ditches, to contain sluice gates, by which the fluxion of the water can be regulated. These walls are called *batardeaux*; they must be strong enough to resist the pressure of the greatest volume of water that can be brought to bear upon them. A batardeau is made angular at top, its ridge being defended with iron spikes, to prevent an enemy using it as a passage across the ditch; and it should be placed in such a situation, that he being established on the crest of the glacis, shall not be able to destroy it from his batteries there, and thus force the defender to make his ditch wet. In a regular fortress, the batardeau should run across the main ditch at the flanked angle of the bastion, (as *d*, Fig. 5.) where it will be less exposed, than in any other situation, to the enemy's lodgement on the crest of the glacis. Ditches that can be made wet or dry at pleasure by sluice gates are decidedly the best, as they possess the advantages of both the ditch that is permanently wet and permanently dry, without the disadvantages of either; but as the means of securing a flow of water at pleasure are rare, it becomes necessary to mention the general opinion as to preference that is given to the dry and to the wet ditch.

In wet ditches, the communication between the different works consists of light wooden bridges. The assailant, if possessed of that information, which it is most probable he will be, as to the situation of the bridges, can, even from his most distant batteries, at 600 yards from the place, throw shells so as to injure them and render the passage of them dangerous; but when he is once established on the crest of the glacis, whence he commands a view of all the ditches, the bridges are either destroyed by his batteries, or can only be crossed under his fire. Boats or rafts of communication cannot cross the ditches by day or night without being seen or heard from the enemy's lodgement on the crest of the glacis; hence all the means of communication are rendered precarious, and the outworks being thus cut off from receiving relief from the enceinte, cannot make a vigorous defence. Such are the disadvantages of wet ditches. But when a fortress has low or injured revêtements, rendering it liable to be entered by a *coup de main*, then a wet ditch, which secures it against such an attempt, is greatly preferable to a dry ditch; as well as in the case of the garrison defending the place being weak or ill disciplined. A wet ditch should never have less than six feet of water in it. Lastly, one of its greatest advantages is the difficulty of crossing it, after a breach has been made in the scarp revêtement from the attacking batteries on the crest of the glacis. Before such a breach can be assaulted, it is necessary to construct a causeway across the ditch from the revêtement of the counterscarp to the breach; this operation (which will be described in the attack) requires much labour and time, which the assailant is obliged

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irregular fortification is when the polygon is irregular, or having sides of various lengths, and some fronts differing from others in the number and arrangements of the outworks, &c.; from what has been said, it is evident that this irregularity does not imply weakness.

to expend at the most destructive period of the siege to him, when, from proximity, every bullet from the defender tells: while the latter has this time prolonged, which is so precious to him, by enabling him to construct and arrange his interior defences, or *retrenchments*, to defend the breach, and perhaps to entail upon the assailant the process of a farther attack within the bastion, where his space becomes very limited, in order to capture the retrenchment.*

When the revêtements are good, and the garrison efficient in number and quality, engineers generally prefer dry ditches, as they afford the means of keeping up a constant communication between the place and the outworks, by which reliefs and re-enforcements can be carried upon the covered-way or outworks, in order to prolong their defence, and keep the enemy as long as possible from the body of the place. When a body of men defending a post know that they can be easily supported, or, in the event of being overpowered, that their retreat is not cut off by an impassable ditch, the moral effect is certainly stimulating. Thus, in dry ditches, the soldier who daily makes use of posterns and caponnières to protect his passage from one work to another, and knows that if he should be defending the covered-way, or an outwork, he can be readily supported, or readily retire by these safe passages, there can be no doubt that he has motives for a more obstinate defence than if the case were otherwise. Besides, in the dry ditches, there is the ease of a silent communication by night, when it is usual to relieve the guards who have defended the outworks for the previous twenty-four hours, and replenish their small magazines of ammunition and provisions. Again, in a dry ditch, when the enemy is connecting his work in the counterscarp with the breach made in the scarp, by excavating a trench in the bottom of the dry ditch, the defenders have the means of making sallies to disturb this work, which they cannot do in a wet ditch. And lastly, in dry ditches, mines may even be used for their defence to destroy the enemy's passage across, or to blow away the rubbish from the foot of the breach, to render its ascent difficult.

It appears, therefore, that the general opinion is in favour of wet ditches in cases of weak garrisons or bad revêtements; but in cases of perfect works and efficient garrisons, that dry ditches are to be preferred.

As the earth for the construction of the masses of the ramparts, parapets, and glacis, is obtained from the ditches, the general capacity of the latter depends on the quantity of earth required to construct the former.

This can be obtained in two ways, either by making the ditch deep and narrow, or broad and shallow: it is therefore well to remark, that a medium between these extremes is best, with a leaning towards the deep and narrow, rather than to the broad and shallow ditch.

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* Some military writers have spoken of high revêtements and wet ditches to prevent desertion; but we know that such obstacles will not hinder men determined to desert. The fortress of Vellore, in the East Indies, has a deep broad wet ditch swarming with huge alligators, but that depraved love for spirituous liquors which degrades and ruins our soldiers there, has often led drunkards to swim this ditch to procure their poison. How many instances of conduct equally insane could be mentioned of men who have deserted; witness men endeavouring to desert by the back of the rock of Gibraltar, which is a frightful precipice.

If the ditch (the main ditch, for instance,) should be made broad and shallow, the consequence will be that the space *ef*, Fig. 5, (where the enemy establishes a battery to counterbatter and silence the flank *gh*,) will lengthen with the increased breadth of the ditch, and the assailant can consequently place a greater number of guns in that case, than if the ditch were narrower. Again, in a broad and shallow ditch, the assailant's breaching batteries on the crest of the glacis, can more readily see and breach the scarp-wall, than if it were a narrow and deep ditch, that might oblige him to establish his lodgement on the terreplein of the covered-way, in order to see the base of the wall; but still care should be taken not to make the ditch so deep and narrow as to allow the rubbish detached from a breach in the scarp wall to reach across the ditch in its fall, and thus form a ready-made parapet, on the flank of which the assaulting party could be covered: to avoid this, engineers have laid it down as a rule, that the breadth of the ditch before any work should be not less than once and a half the total relief of the work. Lastly, deep ditches have the advantage of revêtements more difficult to escalade from their height. It is customary to make wet ditches broader than dry, in order to prolong the enemy's most difficult work of crossing it.

We have been speaking of ditches excavated in soil of common earth; but it must be evident that the size and the nature of ditches must often depend on the particular nature of the soil in which the excavation is made.

The ditches of a fortress have sometimes been made on different levels; and to derive any advantage from this construction, the difference of level between the main ditch and that of the ravelin, should not be less than six feet.*

Let us suppose in Fig. 5, that the level of the ditches below the surface of the ground is as follows. Main ditch 24 feet; ditch of the ravelin 18 feet; ditch of the redoubt of the ravelin 12 feet; ditch of the redoubt in the re-entering place of arms 10 feet; then the ditches of the ravelin and its redoubt thus raised above the level of the main ditch, would be better seen from the faces of the bastions defending them, than if they were on the same level with the main ditch; for, in the latter case, the bottom of the ditches of these outworks near the extremities of their faces, are not so fully seen as is desirable. When on different levels also, (and communication between the ditches is kept up by means of temporary wooden ladders,) should an enemy succeed in getting into the ditch of the ravelin, he cannot communicate into the main, or from the main ditch into any of the ditches of the outworks. Again, by considering the ditches to be dry and on the levels just mentioned, is it not possible to walk safely along the bottom of the main ditch, keeping close to the retaining wall of the ditch of the ravelin, (as at O, Fig. 5,) even when an enemy is lodged on the crest of the saliant place of arms, before the ravelin, and firing from his batteries at *a* to *b*, Fig. 5?

* Some writers on fortification have mentioned, that in such a case the main ditch could be wet and the ditches of the outworks dry; but the reader is now enabled to judge that no particular advantage can accrue from such an arrangement, (except a more free communication between the ravelin and the covered-way,) than if all the ditches were wet.

THOUGHTS ON THE CLASSIFICATION OF SHIPS.

"But this much is certain, that he that commands the sea is at great liberty, and may take as much and as little of the war as he will; whereas those that be strongest by land are many times, nevertheless, in great straits. Surely, at this day, with us of Europe, the vantage of strength at sea (which is one of the principal dowries of this kingdom of Great Britain) is great; both because most of the kingdoms of Europe are not merely inland, but girt with the sea most part of their compass; and because the wealth of both Indies seems in great part but an accessory to the command of the seas."—BACON.

THE motto which I have chosen involves a consideration of the highest interest to our country, more particularly when the ill-concealed jealousy of surrounding nations betrays itself in the indefatigable exertions each uses in forming and improving its marine. In the supposition of a future war—no very improbable contingency—we must keep in sight the ruinous consequences that might ensue from defeat in the early actions to which it would give rise;—we must bear in mind, "that the wealth of both Indies seems but an accessory to the command of the seas;" that, with the declension of her commerce, England must decline; while the existence of her commerce and that of her navy are so closely intertwined, that they flourish or decay together: the one supplying those sinews of war, men and money, to support the other, is in return protected by it: their fall must, therefore, be simultaneous.

Such being the case, surely every Englishman will admit, that she ought not to neglect a defence of such vital importance as her navy, the efficiency of which demands the most serious attention;—let our wooden walls be rivalled by none; our seamen and officers meet their enemies on equal terms; and let not our naval character be exposed to suffer from a neglect similar to that at the commencement of the late American war. Added to this, let the young men who have been so rapidly advanced, be kept afloat to gain experience; let them consider how much will be expected of them to support the fame established by the race of heroes gone by of the old school.* This fame is a dowry they ought to receive and cherish as a sacred deposit; their minds must therefore be devoted to its preservation: they must meet the spirit of inquiry, so prominent in foreigners on all occasions, with an increasing excitement to go beyond them, keeping the vantage position they have been left in; remembering that nothing in this world is stationary, and that which does not advance will retrograde. The officers lately promoted in the French service, have been selected from among the most meritorious; they have the works of Sir Howard Douglas, Capt. Griffiths, and other publications on naval subjects which emanate from our press, frequently before them in the original language, as well as in translations. They are not puffed up, but have the good sense to be desirous of profiting by our experience. I would, above all things, call the attention of my countrymen to naval tactics, manœuvring in single actions, small squadrons, &c.: they must for the future engage prudently to meet the prudence of their adversaries. The Americans, although they had ships of double the force of ours, still left nothing to

* Many of whom still linger on the post list, where their exertions had placed them before the birth of their juniors.

chance. The little sketch of Sir Howard Douglas on single actions,* in his work on Naval Gunnery, is excellent; and here I venture to ask as a public boon, that he who seems to partake of the naval genius of his great and modest progenitor, will enlarge on a subject that he appears capable of doing so much justice to. Finally, it will in future actions be incumbent on the captains to place their ships close alongside their opponents on equal terms, or in other words, as little crippled as possible. Jack is now, generally speaking, well trained to his gun; his beef, pudding, and pluck, will do the rest. Nor can I leave this useful son of Britain, without expressing a regret at the late reduction of blue jackets, and supply of marines in lieu. The marine requires only a few months' drill; the thorough tar, who "should be all as one as a piece of the ship," requires an apprenticeship of seven years, and that almost from infancy. Every man employed in the navy will make room for another in the merchant service. Instead of reducing the number, let us weed, keeping choice men alone, as is done in the army. The more seamen we have, the less necessity will there be for recurrence to the obnoxious measure of impressment; and the more respectable they are, the less occasion will there be for resorting to corporal punishment, the last resource of every proper feeling officer. I differ, however, from one of your correspondents, in as much that I think the power and degree of punishment must be vested in the captain alone, who, by the quarterly returns, is under the immediate surveillance of his Commander-in-chief, as well as the board of Admiralty. Thus organized, we shall be ready for the first blow, which (as the proverb saith) is half the battle. To speak boldly but honestly of this reduction as a point of national economy, it is, I fear, beginning at the wrong end. Rather let the example of a Camden and that of our illustrious Premier be followed.

Having touched on the importance of inquiry into the matter before us, I shall run through the various classes (and varied they too truly are) of vessels in our naval service, and beginning with the first-rate, say how much it is indebted to the Lord High Admiral for sending the Britannia and Regent to sea, ships which had not been tried, although for years in commission;† and it must be remembered that class had undergone great changes, from the Caledonia, a ship that had received the fullest approbation of (as a sailor), one of the first authorities in the British navy, namely, Lord Exmouth, who in her was accompanied by two superior seamen, in the master of the fleet and master of the ship, both still usefully serving their country as masters-attendant in our dock-yards. These officers coincided in the opinion of their chief;‡ this ship has been altered, to the great regret of the distinguished Admiral, for the purpose of increasing her weight of metal; which before was such as to have rendered her always respectable in the line: it was a pity, therefore, to apply the hand of change rather than

* The little treatise here alluded to would grace the pages of your United Service Journal.

† The Marine Artillery were wisely sent afloat at the same time, if not, in what would they differ from the land service?

‡ In corroboration, and to show her weatherly qualities, I mention the fact, that when laying too, under a main-topsail and storm-staysails, she was invariably, in a night's drift, three miles to windward of the whole fleet.

improvement (as respects the general form or model) to any thing of Sir William Rule's,* who may not now be in fashion; but let the officers who have served in his ships decide on their character. I shall note some of them in the different classes *en passant*.

The ninety-gun ships, on two decks, are, in point of force, worthy the nation; their architecture and qualities must be decided on hereafter.

The eighty-fours, built after the Canopus, such as Asia, Ganges, Vengeance, &c. do credit to our good sense in copying from the French, who have generally excelled us as naval architects. When the first vessel of this class went out of port, the good people of Portsmouth cried *miracle*, forgetting she was the fac-simile of a French ship captured twenty years before.

As seventy-fours, decidedly the cleverest ships in our navy for sailing, stowing, carrying their lower-deck guns well, with twenty-four pounders on the main-deck, the Revenge and Bulwark may be mentioned; they are Sir William Rule's. For the character of the first, Sir H. Neale, Sir John Gore, Sir Arthur Legge, and Capt. Richards, her first lieutenant, can be appealed to: for the Bulwark,† Admiral Fleming, and Commander Eastwood. In future no ships smaller than this will, probably, be built; and those that we have already make good razeé'd frigates.

The fifty-four gun frigates, such as Southampton, Lancaster, Worcester, &c. are good ships.

As forty-six gun frigates, we have some very good ones; as at Portsmouth are Sirius, Amphitrite, Minerva; but by what strange fatality we have been induced to husband such ships as the Naiad and Boadicea, discarding Endymion and Melampus,‡ &c. I am at a loss to fathom. The French Hebe was a favourite ship, and is, I understand, built after.

Many of the old two-and-thirties, although insignificant as frigates, were very clever ships, sailing admirably and stowing well. I name the Aquilon, commanded by Sir Robert Stopford, and Astrea, a sister ship. Would not the Mermaid and Iris (Sir William Rule's) have made admirable twenty-six or twenty-eight gun ships? arming them differently and with heavier guns; for instance, twenty-two twenty-four-pounder chambered guns on the main-deck. If their tonnage, not more than seven hundred and fifty, be deemed too much, according to the prevalent dread of increasing the tonnage of our ships, let us recur to such eight-and-twenties as the Vestal, and one or two others, running between 1790 and 1800—far, very far superior to such ships as Talbot, Volage, Ariadne, and the other jack-ass frigates, as they are termed, of the present day.§ If corvettes are necessary, let us build them. The decked-ship called by the French *Grosse Corvette*, has,

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* His calculations, I have understood, with respect to this ship, were so exact, that he gave her draft of water on launching, as well as when fully stored and provisioned for Channel service, to within a few inches.

† This ship is, I believe, breaking up at Portsmouth. It is to be hoped her lines are preserved.

‡ The Melampus was, I believe, built by a Liverpool architect; he built also a fifty and 24-gun ship, all answering well.

§ The American corvettes are about eight hundred tons; they are in war to mount twenty-four 24-chambered guns, and two long eighteens or twenty-fours.

however, the advantage of an uninterrupted battery; the ship being worked on deck, the spunges and all the paraphernalia of fight can be kept continually at the quarters, sheltered from the weather. The men in action are covered from the enemy's small-arms; the guns from spars, or whatever wreck may fall. The decked twenty-six gun ship would, therefore, I think, answer every purpose; nevertheless, I have heard men whose opinions I should always listen to with the greatest attention, argue in favour of the flushed vessel: if such there are, their tonnage should by no means be under six hundred and fifty.

We are now entering on a class of vessel which has been the subject of much discussion. Foreigners, as well as the generality of English naval men, agree that they are the finest brigs in the world; I mean those of eighteen guns (Sir William Rule's). A very distinguished officer, and one to whom the naval service and country are deeply indebted, thinks they answer better as ships. 'Tis bold to differ from such authority, but with the mass of my brother officers I do, in thinking not only that they are the finest brigs, but that they make the most insignificant ships. No vessels, as brigs, are better calculated to protect the commerce of our Channel, to be whippers-in of convoys, or have cruised more successfully against privateers; they have coped with and discomfited frigates.* A saying to their prejudice has been circulated, that their wear and tear is greater than that of larger vessels: compare the logs, and find what each has had to do. I know an instance of one on a foreign station being sailed in the twelvemonth, (during which time she was hardly ever at the longest period a week at anchor,) at a less expense than the flag-ship's tender, a schooner of fifty tons. These vessels kept their good name for fleetness with the experimental ships; and when we reflect on the spread of canvass of the last-mentioned, their having the same weight of guns on their deck, although one hundred and twenty tons larger, with every advantage in their equipment, will any one say the brigs had fair play? If, as I before observed, flushed corvettes are necessary, let us build them; but let every vessel be good of its kind. The number of brigs can be reduced, preserving the largest of them, or those with the most beam.

I have now reached the last, the least, the most contemptible vessel as a man-of-war our navy, or probably any navy in the known world possesses, saving and excepting that of his Holiness the Pope, or his Majesty of Otaheite. I mean the ten-gun brig, of which I will first state all I have ever heard in favour; namely, that they are good sea-boats, and in case of being wrecked and no lives lost, are *economical*. That they are good sea-boats is not surprising, when we consider the lightness of their armament, consisting of eight eighteen-pounder carronades, and two longsixes, inferior to the schooners of the French and American service.† They ought at least, from their tonnage, to carry twelve twenty-four-pounder carronades, with a light brass gun to hand up on the forecastle, as a chase gun, when required. As vessels, they have decidedly not beam enough, putting the room for working the

* Admiral Searle's and Sir Charles Dashwood's actions.

† I am not alluding to the schooners employed by them as tenders, or immediately on their own coasts.

guns (so necessary) out of the question. Capt. Symonds would, I think, construct a better twelve or fourteen-gun brig, of equal (or a trifling increase of) tonnage, but why not the eighteen-gun brig in miniature? One of your correspondents has said they are alone fit for packets; I maintain they are ill calculated for that service, as they do not afford sufficient comfort or accommodation; these, however, may be increased, by raising the deck two or three feet, and decreasing the depth of waist; the vessel will be at the same time rendered safer, resembling in some degree the Old Penguin captured from the Dutch.

The Ketch would, I conceive, be useful as a gun-boat, or in-shore cruiser in the Channel, with a long gun to fire over either bow, and six or eight twenty-four pounder carronades: the Vigilant, I believe, answers well; the Gleaner was, I have understood, very fast.

I cannot conclude without alluding to the French system of classifying their vessels, as published in the 9th Number of Morgan and Creuze's Papers on Naval Architecture, and asking if we cannot do likewise, for instance—

First Class line-of-battle Ships, such as Neptune, Britannia, Regent, &c.

Second Class line-of-battle Ships, such as London, Nile, Calcutta, and the ninety-two gun ships in two decks.

Third Class line-of-battle Ships, such as Asia, Ganges, Vengeance, &c.

Fourth Class line-of-battle Ships, such as Revenge, Bulwark, and such like.

First Class Frigates—the Razée's, such as Barham, &c. with thirty-two pounders on main-deck.

Second Class Frigates—Southampton, Worcester, with twenty-four pounders on main-deck.

Third Class Frigates—Sirius, Minerva, Amphitrite, with eighteen pounders on main-deck.

Twenty-six Gun Ships—twenty-two of Sir Thomas Hardy's chambered thirty-two pounders on the main-deck, two eighteen pounders elevating carronades on trucks on quarter deck, and two long brass nines on forecastle.

Eighteen Gun Brigs, built after the largest, with eighteen thirty-two pounder carronades, and light brass six pounders, to be handed up on forecastle as chase guns, answering also for boat.

Twelve or fourteen Gun Brigs, with twelve or fourteen twenty-four pounder carronades, and one light brass gun for chase gun.

Nine Gun Ketches, with eight twenty-four pounder carronades, and one long twelve pounder before the mast.

Troop ships and store ships, as recommended in your last Number by Sir Samuel Bentham, are well worthy the consideration of Government; the French understand well the transit of stores to their different foreign stations.

There may perhaps be little novelty in the foregoing remarks, but my aim has been chiefly to agitate and keep afloat this very important subject; and in offering my own opinions, founded on a certain share of experience, I am still ready to defer to those of others, should they be entitled to more weight than my own.

F.

GREAT GUNS ON A NOVEL CONSTRUCTION.

Among the various suggestions which have for their object the improvement of our ordnance by sea and land, we in vain look for one of practical application, although acknowledged of the greatest importance,—that of loading from the breech. The advantages of such a construction, compared with the present, both as regards the protection it would afford and facility of firing, are so apparent, that we wonder not at the many ingenious attempts which have been made to obtain this desirable object. It still, however, remains a desideratum; but we have strong grounds for the opinion that the following design, which has been just made the subject for a patent by its inventor, John Tucker, Esq. of Hammersmith, in the vicinity of London, will be found in every way to effect this purpose.

We have for several days been in possession of a model of this invention, kindly lent to us by the above gentleman; it has been minutely inspected by several of our most scientific officers in the various departments of both branches of the Service. The simplicity of its construction, and the increased rapidity with which shot may be discharged from it, estimated by its inventor as three to one, exclusive of, perhaps, its greatest recommendation, that of preventing the present unavoidable exposure of men while loading, are qualities possessed by it which are obvious on mere inspection.

The model, a sketch of which is given at the end of the description, is mounted as a ship-cannon; its advantages will, however, be at once recognized by our readers to be as great, if not greater, in fortifications, or as field artillery. To the latter, a kind of wings or mantlets might be attached, which could be so contrived, by means of longitudinal hinges, that while in motion they would occupy little more space than the breadth of the carriage, and on the guns preparing for action, the wings or mantlets could be spread.

These wings or mantlets, formed of two-inch deal, about five feet and a half high, covered on the side opposed to the enemy with strong hide, and stuffed with any light elastic material, such as wool, horse-hair, or even straw, would afford to the gunners a perfect security at least against small arms and rifles, or even cavalry, and might be made of sufficient length to join that of the adjacent gun.

Another advantage which presents itself, is the facility, in case of being obliged to retreat from the guns, of their being rendered perfectly harmless should they fall into the enemy's possession; the mere abstraction of the moveable plug, which can be instantly effected, is all that would be required.

It has been hinted that the great expense attendant on the alteration of the present construction of our ordnance, would probably deter the Government from adopting any project of this description, however desirable it might prove. On this point we will merely offer a suggestion, leaving the broader principle and decision where the power is vested. It is well known, that at our various arsenals, depôts, and dockyards, there are more pieces of ordnance now actually constructed, than by any parity of reasoning can be brought into use during the next one hundred years; here, then, is an immense quantity of property in gun

ON THE DIMINUTION OF EXPENDITURE WITHOUT IMPAIRING THE EFFICIENCY OF THE NAVAL AND MILITARY ESTABLISHMENTS.

MR. EDITOR,—On the opening of the present Session of Parliament, the Lords Commissioners having communicated his Majesty's intentions of making "*a considerable reduction in the amount of Public Expenditure, without impairing the efficiency of our Naval and Military establishments,*" it seems incumbent on any one whose studies and occupations have been directed to the subject, to suggest such means as, in consequence of those studies and occupations, have presented themselves to him as the best adapted to the fulfilment of those intentions.

In order to perceive how far any diminution of expenditure may influence the efficiency of these establishments, it seems necessary, in the first instance, to form a distinct idea of their ultimate object, since their efficiency can be no other than their subserviency to the attainment of that object. In the first of my "Essays on the management of public concerns," I have defined the object of these establishments as being one and the same; namely, "the acquisition and maintenance of a warlike force, and the due employment of that force, whenever, and wherever, the security and prosperity of the country may require it." The considerations which seemed requisite in determining on the sufficiency of the means employed for attaining this object are brought to view in the continuation of that essay, from which it appears, that the means by which expenditure may be diminished in either of those branches of public service, must come under the head of the *materiel*, or of the *personnel*.

In regard to the materiel, saving in expenditure may be effected,—By diminishing the quantity to be provided,—By diminishing the rate of its cost—or, By applying it, at times when not wanted for the purpose for which it was provided, to some other use which may compensate for the interest of the sums expended in its procurement, and for the wear and tear during such employment.

The means by which these savings may be effected without impairing efficiency, must, in regard to quantity of articles, be such as shall enable a lesser quantity to produce the desired effect; and this may be attained —By improving their efficiency, their serviceableness, their fitness,—By putting them to a full and uninterrupted, instead of a partial or occasional use, and, in this view, by adapting them in the first instance to the greatest number of uses for which they can be made appropriate, so that when not wanted for one use, they may be capable of being put to another,—By rendering them in the first instance less liable than usual to injury, and easier of repair; and whether in or out of use,—By maintaining them in a manner better suited to protect them from loss, destruction, or deterioration, whether by natural or artificial causes.

The means by which any diminution of the cost of articles can be effected are only—By expedients, by which manufactured articles or materials may be purchased at a less expense than usual—By improvements in the operations, and in the management requisite for manufacturing the materials into a state fit for use—or, By substituting a cheaper article for a more costly one.

These means of diminishing expenditure in the materiel, are evidently applicable, not only to the more immediate implements of war-

fare for naval and land service, such as guns and other immediate implements of destruction, vessels of war, and all the articles subservient to their navigation; but also to all those costly articles requisite for the providing and maintaining those implements of warfare in a state of readiness for service, as ports, harbours, arsenals, and all other establishments subservient to the land and sea service, including the engines and machinery requisite for duly carrying on the various operations necessary in these establishments.

So in regard to the personnel, a diminution of expenditure may be effected—By diminishing the number of persons employed—By diminishing their rate of pay—or, when not wanted for the specific service for which they are engaged, By employing them at such times in some other manner, by which compensation may be afforded for the amount of their pay, and by which, at the same time, their aptitude for their own specific duty may, if possible, be improved, but at least in no wise impaired; a subject which will be treated of in a future communication.

Having in the last Numbers of your Journal suggested two expedients, by which a diminution of expenditure to the amount of hundreds of thousands may annually be obtained, not only without impairing efficiency, but with a considerable increase of it; I now proceed to suggest another source of economy, from which still greater savings may be derived, accompanied with a very extensive increase of efficiency, namely, in the improvement of the construction of vessels of war, including, of course, those for the transport of the military. On this subject I have no hesitation in affirming, that vessels of superior properties may be constructed at an expense not exceeding two-thirds of the usual expense of building vessels for war, and I might add, many of those for commerce.

That this assertion is not unfounded, has been sufficiently shown in the instance of several vessels built, tried, and found on the minutest examination, after long continued and severe service, to have been in an extraordinary degree efficient, strong, and durable. The vessels that have afforded this experience were the six I was authorized to build, according to my own ideas, in the year 1795.

Of these six vessels, two, the Dart and Arrow, were of about four hundred tons each, and although in size they most nearly resembled a twenty-eight gun frigate, they were classed as sloops of war; they were armed at first with twenty pieces of ordnance, thirty-two pounders, some of them carronades, some short guns of an improved form, mounted, some on common, some on non-recoil carriages, but these improved guns were afterwards changed for carronades, on account of the difficulty of finding shot of the requisite accuracy in size; and the carriages, at the earnest and repeated request of the commanders, were all changed to non-recoil ones; the number of guns was increased first to twenty-four, then to twenty-eight, all thirty-two pounders; to which afterwards two more were added on the quarter-deck, making a total of thirty pieces, all of the same calibre; and although the eighty men at first allowed would still have been sufficient to work these guns, mounted as they were, the complement was increased to one hundred, with a view to casualties and manning prizes.

The four smaller vessels were from about one hundred and fifty to one hundred and sixty tons; they were at first intended as advice boats, and to mount only two or four guns each for firing signals; but

their superiority for sailing and service in heavy seas, and their remarkable strength of structure having been soon perceived, they were armed, the Netley, with sixteen carronades, twenty-four pounders, the Millbrook, Eling, and Redbridge, with sixteen carronades, eighteen pounders, some of them with two twelve pounders also, and were classed as schooners of war;* and although their warlike force was so much superior to that of other vessels of their size, the crew of the Netley was but sixty men, of the others fifty, including officers. Of these, the Netley was somewhat the larger vessel, the Eling and Redbridge in form and dimensions the same, the Millbrook in a few respects different.† But as to form, in as far as it might affect efficiency at sea, all six were nearly similar; generally speaking, it was more like that of a Thames wherry, than that of any other description of vessel; they were, accordingly, broadest at the upper part, sharper than most vessels at the stern, as well as the head; the larger vessels had no square stern, the planks of the sides bending round and meeting at the stern port as at the head; and they drew less water than other vessels of their size and force. By carrying water in fixed tanks adapted to the shape of the vessel, they were enabled to carry more than if in casks as usual, and therefore to remain longer on their stations; and by the arrangement of the receptacles for their stores, they were enabled really to carry the full quantity established, although there was a greater height between decks, and more space and better accommodations for the crew. In the larger vessels, in particular, there was not far from double the space between decks, that there was between those of a twenty-eight gun frigate.‡

As to their superiority§ of strength, so much as depended on form, arose principally from their decks being made straight, thereby affording a tie to resist the bending called *hogging*, for which decks when curved are very inefficient; and from the general regular curvature of the exterior form, the planks thus resisting external pressure the better, as being more like the staves of a cask. As to the particulars of structure which contributed to this superior strength, the planking generally was thicker than usual, particularly that of the bilge and the upper strakes of the topsides; all the transverse bulkheads in the hold, requisite to form separations for the stores, with some additional ones for the purpose of preventing the extension of leakages, as well as those between decks for the accommodation of officers, all of which in other vessels are made slight and loose, purposely to yield to the racking of a vessel, and therefore useless as to strength, as also the longitudinal partitions required to form cases for the sliding keels, were in all these vessels so combined with the bottom sides and deck, as to afford a powerful resistance to racking. The water-tanks were also all made

* For particulars respecting the arming of all these vessels, see Naval Papers, No. 7, also No. 8, from page 113 to 126.

†

	Length of gun-decks. feet. inches.	Extreme breadth. feet. inches.
Netley	86 6	21 8
Millbrook	82 6	21 6
Redbridge, Eling	80 6	21 6

‡ See Naval Papers, No. 8, page 110.

§ For particulars of structure and proofs of strength and durability, see Naval Papers, No. 1, page 22, and Naval Papers, No. 8, page 100 to 104.

to contribute very materially to the strength of the structure, and wherever there could be no such bulkheads to resist the transverse working of the sides, diagonal transverse braces were put between the pillars.

On the consideration that the strength of a vessel depends chiefly on the planking, and that the chief use of the timber or ribs is to hold the planks together, the planking of these vessels was accordingly made so much thicker, as to admit of a great diminution in the usual size of the timbers, as well as in their numbers. Nevertheless, the timbers employed were disposed in a manner to contribute also to general strength; since, instead of being all perpendicular and parallel to each other as usual, they were more and more inclined aft as they approached the head, and those near the stern were inclined forward in different directions, nearly at right angles to the rising line, thereby strengthening the vessel against bending, as a trussed beam is strengthened in civil architecture; and there were floor timbers crossing the two sides, forward and aft, as well as in midships; so that no breasthooks, steps, crutches, sleepers, riders, knees, transoms, &c. and very little inside planking, were employed; and altogether there was not in the frame of one of these vessels, more than a quarter part of the timber usually put into a 28-gun frigate; besides which, on account of the small size and more favourable form of the ribs of these vessels, timber in its rough state was easily found so nearly to suit, and the waste was consequently so little, that there was not more consumed than one-seventh of the quantity usually required for the timbers of a vessel of the same size.

The beams, instead of being as usual square, were of the customary depth, but only half the breadth, which admitted of their number being doubled by the same quantity of materials; and instead of butting against the timbers, they were let in between and against them. By this division of the beams, carlings and ledges, which usually diminish strength rather than add to it, were altogether omitted.

For connecting the beams to the sides, instead of knees, strongpieces (since called *shelf*-pieces) were introduced, which were fastened flatways to the beams, and edgeways to the sides.

Great dependence for strength was placed also in the superior fastenings used to combine the component parts together. Instead of the ordinary treenails for fastening the outside planks, which have been found in various respects very inefficient, as also instead of nails for fastening the plank of the deck, which are found deficient on account of their size, a new sort of treenail was used for both these purposes, denominated step-shaped; which, by the increased size at the parts where strength depended on size, and by the superior accuracy of its form, was evidently far more efficient than the usual ones. For fastening the butt-ends of the planks, so as to prevent their starting off by their elasticity, or otherwise, short screws of copper were used; which, to afford them greater thickness at parts where increased dimensions were more wanted than quantity of material, they were made hollow. By these improvements in the means of holding together the parts on which the strength of the shell of the vessel chiefly depends, such as the planking to the ribs, those parts were held so firmly together, as to resist the greatest of the strains tending to separate them, namely, the caulking; and this was effected by means of a sixth part only of the

metal usually employed in fastenings, which being copper, caused a considerable saving in expense.

As to a particular little attended to in the construction of vessels in general, the absolute weight of the hull, it was ascertained in regard to the Dart, that, in consequence of the diminished quantity of materials, the weight of her hull amounted to only three-fifths of that of the Pomone, and other 28-gun frigates, not so long as the Dart.*

In regard to the difference in workmanship, notwithstanding a number of items, intended for purposes not aimed at in other vessels, were introduced, so many useless articles were on the other hand omitted, that by the report of a master-shipwright ordered to examine the Dart officially and minutely, it was found to be a quarter part less than the workmanship of another vessel of the same size built as usual.

From this statement of particulars in the construction of these vessels, it will be evident that vessels constructed in a similar manner, may be built with a considerable diminution of the usual cost; and in confirmation of this, it may be noted that the proprietor of the premises on which these vessels were built, a ship-builder and timber-merchant much employed for the service of the navy, and perfectly acquainted with all the details of structure of these vessels, offered to build for Government, vessels even of a larger size, on the same plan, at 8*l.* 10*s.* per ton, that is, about two-thirds of the then contract price; and that another vessel, of nearly the same construction and the same dimensions as the Millbrook, intended for the purpose of carrying water in bulk to supply ships at sea, but afterwards proposed to be armed, was actually built by contract at Plymouth for 6*l.* 10*s.* per ton. To this I may add, that other expedients which I afterwards introduced, with a view to economy and strength in ship-building,† have been very extensively employed both in vessels for war and for commerce.

As to the efficiency of these vessels for warfare, as shown by actions at sea, details will be found in James's Naval History.‡ Their behaviour at sea will best appear by different reports and letters respecting them which happen to remain in my hands. I hope you will not find the following extracts from some of them too long for insertion in your journal, considering the proof they afford of their efficiency and of the immense saving that would result to private individuals as well as to the naval service, were a third of the expense of building vessels saved, and which I am satisfied would be admitted, were the efficiency as well as the strength of the vessels in question as publicly known, as they were satisfactorily proved.

The following extracts are taken from official reports and private letters from the following persons: Captain, the late Rear-Admiral R. Raggett; J. Helby, Foreman of Shipwrights; Capt. Patrick Campbell,

* This paper being already long, I have not entered into various improvements exemplified in these vessels, as metallic tanks for water, and canisters for gunpowder, store-binns, magazine lights, illuminators, and in regard to chain plates, steering apparatus and form of rudder, pintles and braces, capstan and windlass, doing away tiller ropes, means of mooring head and stern, expedients against foundering, examples of interconvertibility of articles, &c. See Naval Papers, Nos. 1, 2, and 8, page 86 to 113, and "The Elements and Practice of Naval Architecture." The shape of these vessels, as described by Charnock, is very erroneous.

† See Naval Papers, No. 8, pp. 85, 88, 99, 167, 171.

‡ See in particular James's Naval History, pages 354 to 358—482 to 484—491 to 493, &c.

C.B.; Capt. Brownrigg; Lieut. now Capt. F. G. Bond; Capt. Sir William Bolton; Capt. now Rear-Admiral Sir Robert Laurie; H. Peake, the late Sir H. Peake, Surveyor of the Navy; Lieut. now Capt. Matthew Smith. S. BENTHAM.

DART.

"His Majesty's Sloop Dart, at the Nore, 27th March, 1797.

"Having forty-six sail of merchant ships under convoy, I have had great difficulty to prevent her running away from them with only the fore and main topsails, double reefed down upon the cap, and braced aback. She answers her helm well, and is quick in stays even when the sliding keels are up; but with the fore keel down two feet, quick indeed. Yesterday it blew strong at west and west-north-west, turning through the Queen's Channel, and with the fore sail close reefed, fore and mizen top-sail and one reef out of the main, mizen stay-sail, and jib two-thirds in, close by the wind, she went nine knots by the log, and made a straight waker. R. RAGGETT."

"His Majesty Sloop Dart, at the Nore, 29th April, 1798.

"In a sea, I have always found the Dart easy, and does not strain or work in the least. When on a wind, she is weatherly, and does not require more than three feet of her sliding keels down. She answers her helm quick, and works well. In a heavy sea, and going before the wind, she rolls, but never labours nor strains her rigging; and I think her pitching less than most ships I have ever sailed in, and in every point is the dryest ship in a sea that ever came under my observation. R. RAGGETT."

"Dart, Sheerness, 9th April, 1800.

"In our passage to the Texel, with Admiral Mitchell and convoy, we were directed with several others to chase by signal. Ours was the last made, it then blowing exceedingly hard with a very heavy sea, so that we could only carry our courses and close reefed top-sails about two points from the wind; in a very short time we came up with and passed all those who had been sent on the same service; the ship making excellent weather of it, and not straining in the least. From what I could observe of the others, they seemed to be much strained, and gave up the chase shortly after we had passed them. This is only *one* of the many instances in which I have seen her excel. PATRICK CAMPBELL."

"Dart, off Dunkirk, 27th May, 1800.

"After a month's trial, I may venture an opinion of the Dart's sailing in her new rig. We have experienced in that time as great variety of winds and weather as generally falls to the lot of any one month, and in all of them has she shown a superiority to any ship of her rate I ever knew. We are now in company with the Andromeda 32, Prevoyante 36, Nemesis 28, and Babet 24, all of whom reckoned good sailers. Blowing fresh, we have evidently the advantage; in light winds, we are much on a footing. I conceive a good inference may be drawn, when the different commanders allow they never saw a squadron sail more alike, which is saying a great deal, as people in general are prejudiced in favour of their own ships, and I find a good deal of it against us. Is there any other sloop in the service that will sail on that parity with frigates? When I call her a sloop, I at the same time think her equal, if not superior, to our eight-and-twenty, not only on account of her battery, but her making so much better weather of it than they do. I assure you on my word, we were as dry on our decks in the late gale, which was by no means a light one, as I ever saw a two-decker in my life. In fact, we did not ship a spoonful of water, and the ship perfectly easy. I am informed by officers of the ships in company, no part of them except their quarter-decks was dry. P. CAMPBELL."

"Dart, off Dunkirk, 6th June, 1800.

"The Dart is every thing I could wish her except being post; she is much improved in her sailing and working since her rig has been altered. I have had occasion frequently during the late blowing weather to stay her, which she has done with ease under courses and close reefed top-sails against a very heavy

head sea, and once with top-sails and fore-sail only. There is nothing now wanting to complete her but the non-recoil guns. P. CAMPBELL."

" 28th December, 1803.

"I never saw a ship behave better in a sea than the Dart, she rolls deep but very easy; and, as a convincing proof of her being so very easy, we have not carried away a single rope of any description in all the bad weather that we have experienced. I assure you, I like the Dart so very much, that I would not exchange with any commander in the service. BROWNRIGG."

ARROW.

" 1797.

" The Arrow can sail over most of the shoals and rocks that must be avoided by other ships of her rate. F. G. BOND."

" Arrow, 18th February, 1800.

" I wished to have some sheets of copper taken off in different places to try the caulking, which we found very good in every part; indeed, the foreman of caulkers said, 'that he had never tried better work in his life.' The ships which ran foul of her forward carried away her bowsprit; indeed, had she not been very strong at her thick gunwale, she must have been stove to the water's edge. J. HELBY."

" 23d April, 1800.

" The peculiar construction of the Arrow, admits of guns on the quarter-deck being used in all directions. W. BOLTON."

NETLEY.

" Netley, between Barfleur and Havre, 17th August, 1798.

" With our two gaff top-sails, and single reefed fore-sail, we keep way with the Diamond with all sail; so that had we the square top-sail and top-gallant sail in addition, you may conceive the difference. F. G. BOND."

" Netley off Havre, 28th September, 1798.

" The frigates in company stand no chance with us when the sea rises, and by no means are so capable to claw off a lee-shore as the Netley. She is quite tight, making hardly a spell of the pump in eight hours. It appears all the same to her, whether it be a gale or a calm as to her leaking, which is no more than to keep her sweet. F. G. BOND."

" Netley, Spithead, January, 1799.

" In our cruise off Havre, I have had frequent opportunities of trying our rate of sailing with the frigates on that coast, and I can affirm, that the Netley seemed the best sea-boat and was the most weatherly; particularly in a hard gale at east, when the squadron was driven off Portland, and was absent for four or five days, while this schooner wrought to windward about three leagues in one day without difficulty, and maintained her station at the mouth of the Seine in all the severe weather that ensued.

In our former cruises, I had many opportunities of trying the Netley in moderate breezes; and on a wind, found her to exceed my most sanguine expectations. The different commanders of the squadron have frequently testified their astonishment at her sailing, and I should presume are now ready to acknowledge the same. In two instances, the first cruise, to which I attended very minutely, and which were ascertained with some degree of precision by a sextant, &c. the Netley, in a moderate breeze, close hauled, with every thing set, beat the Niger a full mile in the wind's eye in one hour; and a few days subsequent, she beat the Diamond three quarters of a mile to windward in the same time—the rate of sailing being six or seven knots. I assure you, Sir, it gives me infinite satisfaction to find such eminent qualities in this little vessel, for in no instance has she complained of want of strength, although I have often filled her with sail in a chase. She steers quick, and is lively in a sea, and increases her superiority as the storm augments. F. G. BOND."

" Andromache, in the Downs, 26th July, 1799.

" The Netley is the dread of all the small privateers that used to swarm on the *coast of Portugal*. Indeed, for the short time she has been under my command,

I have every reason to speak most favourably of her, being very handy and sails well, and must much more so when in proper order again. She appeared very weatherly even with one of the keels gone, and I should be much wanting in justice to the commander, Lieut. Bond, did I not mention him (though I had never met with him before), as an officer of no small professional abilities, of indefatigable and steady attention, and a great deal of zeal for the service; and I only hope he will be returned to his former station, as all the British factory at Oporto, as well as the Portuguese merchants there, acknowledge themselves much indebted to him for the protection of their trade, and feel more satisfaction at the Netley being there, than any other vessel they have ever had.* I hope their Lordships have received the joint letter they told me they meant to send on the subject.

ROBERT LAURIE."

"Netley, Lisbon, 29th Jan. 1800.

"By the letter which I have written this day to the Admiralty, it will be seen the Netley's successes have continued the same as heretofore. After eleven days of stormy weather, &c. Nothing could surpass the Netley in these storms, which seem to have been severely felt by all degrees. Under storm-jib, and trysail, squalls had but little effect: the addition of a close-reefed fore-staysail gave her good head-way, and defied a lee shore.

"I must refer you, Sir, to the Admiralty, who have the copy of my letter to Lord Keith, &c. I think I may declare the Netley has had a good trial, and even according to the ideas of Sir Charles Saxton, '*in a dark winter's night in the bay.*'

F. G. BOND."

"30th April, 1801.

"I have the pleasure to say, the Netley (in dock) is as perfect to appearance as she was before launching; I have examined her, so has Diddams most minutely, and, excepting the shabby appearance of the paint work, she is as perfect as any vessel ever was in the world. The copper is more perfect than any I ever saw; the nails in it as perfect, no puckering nor rumpling, no nails out. Diddams says, the beams, bulkheads, &c. are the same as when he first inspected her.

H. PEAKE."

MILLBROOK.

"Portland, 18th Feb. 1799.

"I have had some talk with Mr. Poore and Mumford respecting the very severe trials that the Millbrook has had in laying across logs, tumbling over with iron ballast on her deck, &c. They are very willing, if called on, to bear testimony of the extraordinary proofs of her strength, from the situations in which they have seen her. I have examined her very minutely, and cannot discover so much as the pitch to have been broken at any part of her. I must confess I am a little surprised at it, considering the situation she is reported to have been in.

H. PEAKE."

"4th Feb. 1800.

"The services of the Millbrook have been so approved of by the Barrack-Master-General, that he has obtained an order for her to remain under that Board as long as he pleases. She is extremely fast, and in all weathers a good sea-boat, tight as a bottle. An instance of the Millbrook's weatherly quality in laying to in strong gales and heavy seas, she only comes up and falls off one point and a-half, and has absolutely gained to windward. MATTHEW SMITH."

"Aug. and Sept. 1803.

"The Millbrook was in chase, and being close hauled could not weather the Kentish Knocke, but ran on it, where she lay seven hours, the sea beating over her. It has given confidence as to her being capable of receiving shocks which would bilge most other vessels. Upon examination of her, I can now aver that her bottom and frame are as perfectly sound as when launched, not the least sign of working, and as capable of carrying her 18-pounders as at first.

J. HELBY."

* During the time the Netley was on this station, she captured forty-five vessels, of which eighteen were vessels of war, chiefly privateers.

RECOLLECTIONS IN QUARTERS.

A BURMAN ADVENTURE.

During the late service in Ava, my favourite amusement of an evening was to paddle about in a canoe made out of the trunk of a tree, and to visit any interesting objects that presented themselves on the banks of the majestic Irrawaddi, which in part of its course winds through beautiful wooded hills, the scene of many a skirmish, and afterwards rolls over golden sands to the Bay of Bengal. One lovely evening I was gliding down the gentle current, and was admiring the luxuriant foliage of the tropical trees dipping their pendant branches into the stream, their leaves glittering with gold, and amongst which insects of the richest colours and of singular appearance were disporting themselves. Below an aged trunk lay two alligators crouching down, and seemingly enjoying the last rays of the sun. As my skiff approached, they turned a suspicious eye towards me, and then plunged their serrated backs under water. I held on my course, and saw at some distance in the jungle the gilded spire of a temple conspicuous over the dark green leaves.

So secluded a fane had an inviting air about it, and thinking that the enemy was at a distance, I pushed my canoe on shore, and shouldering my paddle, wended my way through the entangled wood. The air was cool and refreshing, and I felt myself in high health and spirits.

> With gentle murmur comes the breeze,
> Just kissing as it passes by
> The shutting flowers and leafy trees;
> A twilight gloom pervades the woods,
> Through all their darkening solitudes.

And neither were they silent; for besides the hum of myriads of insects, many curious little green parrots, about the size of a sparrow, chattered in a small and angry tone from the branches, and woodpeckers ran up the decayed stems, and chirped merrily, whilst transfixing their prey with their filiform tongues. On the ground, the occasional rustling of the withered leaves indicated the retreat of a striped snake.

I arrived at an open spot, and on a gentle eminence the pagoda rose before me. The tall spire, surmounted by its gilded *tee*, or umbralle of fillagree iron-work, rested on its circular base, in which was a small dark shrine, with a grotesque door-way, to which a few broad steps led; the bells, with their leaf-shaped tongues, which hung round the *tee*, were agitated by the breeze, and emitted a wild and mournful chime. Those only who have lain awake amongst the Burman pagodas, and listened to their tinkling bells of different sizes and tones, can know the extraordinary sensations which they occasion. They always powerfully affected my feelings, and on this occasion, as heretofore, the spirit went wandering in a mournful reverie. All at once I was roused to a sense of my situation by a slight female scream; and a maiden in silk attire, with a few white flowers twisted in her hair, who had been beating rice at the door of a wooden building with a triple roof, ran into the jungle on perceiving me. I called to her to remain, but she disregarded me; so I entered the Poonghee, or Priest's house, near the pagoda, to examine it.

The principal room, raised on piles, some distance above the ground, was large and clean. Here and there mats were spread on the floor: at the upper end were antique-looking chests, covered with glass of different colours, and a profusion of gilding; on these were models of pagodas, also richly gilt, and alabaster images of the Boodh, in a sitting posture, with their large ears resting on their shoulders, and their legs crossed under them. The chests contained the sacred writings on slips of ivory; and books in the vernacular characters, written with an iron style on palm leaves, lay on the mats. I was continuing my scrutiny of the apartment, when I heard rough voices outside; and as it struck me that it might be some stragglers from the army, I climbed up on a shelf, and there ensconced myself behind an idol, to observe who might enter. Presently three stout Burmans came in; their checked clothes thrown across their left shoulders, bound round the waist, and hanging to the knee, exactly the old Highland costume. On their feet they wore sandals, and showed formidable calves to their legs, and the muscles of the right arm were very conspicuous: on their heads were white and red cloths, tied in a knot in front; and cigars were stuck through an orifice in the ears. Two of them had dhars in their hands, or curved swords, with the handles as long as the blades, most powerful weapons in decapitating or taking off an arm. The third carried on his shoulder a spear, ornamented with the tail of Thibet cow.

It was evident that they wanted to make my acquaintance, and for no friendly purposes; most likely to do my head the honour of being presented to his Majesty of the Golden Feet, and to impale my body by the river's side. I felt if I had by chance brought any weapon; I found nothing but my paddle, and was annoyed with myself for indulging my propensity for adventures in so defenceless a state. Quietly I remained watching the Burmans, who looked narrowly round; cursed me for being out of the way, and then went out to look for me elsewhere. I remained in my elevated position for some time, and beginning to tire, thought I might venture to look after my canoe; so, tucking up my sleeves, and pulling my trowsers over my knees, with a handkerchief round my waist, I prepared for a run, and descending from my shelf, looked out at the door, and finding the coast clear, I was making towards the jungle, when, as ill-luck would have it, in crossing the open space in front of the pagoda, I saw my three friends near it. Like a good soldier, I sprang into a bush, and commenced a rapid retreat, as if the great enemy of mankind had been behind me. The moment they saw me, they set up a shout and dashed after me; away we went through the brushwood, in spite of thorns and snakes, opening a way through the branches, and scaring the birds which were settling themselves for the night. I heard my pursuers at some distance behind me, and was beginning to think that I had the best of the race, when at the edge of a ravine, which I had not seen before, I stumbled and fell over a fallen trunk. The foremost of the three was at my back in a moment, but fortunately I recovered myself in time to lend him a blow with my paddle, and then jumped over the bank. I expected them to come tumbling down after me, but they did not; and quickly regaining my canoe, I pushed off into the middle of the stream, and like Crusoe, "I saw them no more."

St. Petersburgh, June, 1829. J. E. A.

BULL-FIGHT EXTRAORDINARY.

THERE are few of the old "Peninsula" gentry who have not at some period of their campaigning witnessed a bull-fight, but the circumstance I am about to relate, and to which I was an eye-witness, exceeds in gratuitous daring and cool intrepidity, any performance on the arena of "Plaça de Toros" by Caballero or Picadore, ever seen or read of by me. In the year 1823, it was my fortune, on a day in November, date not recollected, to command the guard at his Majesty's Castle in Dublin, where I was then quartered; on the following morning, about eight o'clock, I was walking in the Castle-yard, awaiting a summons to breakfast, when the subject of my anecdote occurred. Every body has seen or heard of the Castle of Dublin; "not to know it argues oneself unknown;" it is the tenth wonder of the world, and as such deserves to be most carefully watched over. Accordingly, wherever a sentinel could be placed, at the time I write of, *there* was one to be seen pacing the half-dozen flags allotted to him, and inhaling the savoury steam of fat things issuing upwards through the gratings of the kitchen areas of vice-regal courtiers. By the by, the duties assigned to many of said sentries were sufficiently ludicrous, and have often overcome the gravity which I ought to have maintained when questioning them as to their orders. One was posted in a gloomy passage, to prevent injury to an old iron-lamp, glass-less, and open to the four winds of heaven; another, a sort of moveable "commit no nuisance," protected a certain corner, overlooked from the apartments of the housemaids; but the most ridiculous was the reply made to me by a solitary sentry in a little inclosed grass-plat; "What are your orders, Sir?" "To do my duty to all officers, and to watch the *air*." Not perceiving that the man was a cockney, I concluded that he was placed there for some meteorological purpose; however, the amused corporal explained to me, that the man's sole business was to look to the safety of a pet *hare*;—but this is a digression. The court of the Castle forms an oblong square, the principal entrance facing the state apartments, and at each extremity are arched ways, on which are sentries, as also is one on the King's colour which accompanies the guard, and is fixed in a stone rest in the centre of the court. Whilst walking, as I have already said, my attention was suddenly attracted by a noise and shouting in the lower-yard, through the archway leading from which, in a few moments, dashed up a furious and ferocious-looking bull, bellowing with rage, and his nostrils almost touching the ground he spurned; fortunately the sentry at this passage, on hearing the noise, stopped short, clear of the archway, as the monster, glancing its eye at him, rushed on towards the man at the colours, who sprang to the portico of the state apartments, and ensconced himself behind a pillar. The bull, irritated at missing his object, ran straight on, with redoubled fury, at my hero, posted at the archway of the opposite extremity of the oblong, who appeared to be devoted to destruction, as, with arms supported, he calmly awaited the onset. He was an Irishman, a grenadier, and an old and good soldier, who always obeyed orders to the letter. On rushed the monster, headlong at him, with a roar which I long remembered, and

just as Pat's life seemed not worth a second's purchase, he carried arms, ported, and came to the charge, half-sinking on his knees, whilst he made a lunge at his formidable assailant at the moment of collision. It was a fearful thing, and I closed my eyes, horrified at the only result which I *could* anticipate; however, a shout of triumph from the rabble rout of the pursuing mob, quickly convinced me that my apprehensions were needless. I beheld the brute, but an instant before so fierce, stretched lifeless on the earth, the black froth pouring from his mouth; whilst the attention of poor Pat, nothing the worse for his encounter, was solely bestowed on his broken bayonet, which he eyed very ruefully, and on my asking if he would wish to be relieved in consequence of the shock he must have received, he declined, merely begging that I would bear witness that his arms were injured in defending his post. In a few minutes, the owner of the bull arrived with ropes and horses to drag it away. From him I learnt that the animal had always been remarkably vicious, and had killed its man in its time: having been voted a nuisance in its neighbourhood, it had been disposed of to the butcher, who that morning had treated his friends to a bull-bait, previous to knocking the brute on the head: the humane amusement having been concluded, the bull escaped from its tormentors, when being driven to the slaughter-house in the rear of the Castle. The bayonet had entered the animal's forehead, a little below the horns, and had penetrated the brain to the depth of four inches; a fragment of the bayonet exceeding that length remained in the skull, and was extracted in my presence. The brave "Matador" is still, I believe, living, and serving with his regiment in the West Indies. Had "reading and writing come by Nature," he would doubtless have been as learned as he is strong armed, and might have obtained advancement in the company in which he supports the genuine character of a British grenadier.

C. J. T. S.

NAVAL REMINISCENCES.

AN INCIDENT AT NAVARINO.

The firing having ceased at Navarino, Sir Edward Codrington sent a Lieutenant on board Moharem Bey's ship, to offer any medical or other assistance they might want. This vessel, with a crew of probably more than a thousand men, had but one medical officer on board, and he had, unfortunately, been almost the first man killed in the action. Her loss had been immense, and they had not thrown the dead overboard, nor removed their wounded to the cockpit, and the decks presented a most horrible scene of gore and mangled bodies. Amidst this frightful spectacle, about a dozen of the principal Turkish officers, superbly dressed, sat in the cabin upon crimson ottomans, smoking with inconceivable apathy, whilst slaves were handing them their coffee. Seeing the English uniform approach the cabin, they ordered

ottomans and coffee for the Lieutenant, who, however, quickly told them that he had more important business to attend to. He gave the Admiral's compliments, and offered any assistance. The Turk, with a frigid composure, calmly replied, that they stood in need of no assistance whatever. "Shall not our surgeon attend to your wounded?" "No," gravely replied the Turk; "wounded men want no assistance; they soon die." Returning to the Asia, and communicating this scene, Sir Edward, after some meditation, said, "Did you observe among them a remarkably fine, handsome man, with a beard more full and black than the rest?" "Yes, I observed him; he was sitting next to the Admiral." "Return then on board, and induce him, or compel him, to go with you on board the Genoa, and keep him there until I see him. He is the Admiral's Secretary. I must have a conference; and take with you any persons he may wish to accompany him." The Turk repaired on board the Genoa without any difficulty, accompanied by several persons whom he requested our officer to take with him. Sir Edward was closeted with him for a very long time, when he ordered the Lieutenant to put the Turkish Secretary and his companions on shore at daybreak, wherever they might choose to land. Rowing on shore, they saw the wreck of a mast, on which about a score of wounded or exhausted Turks were endeavouring to save themselves. "I must rescue those poor fellows," said the Lieutenant anxiously. "They are only common soldiers, and will soon die; never mind them," said the Turk, with the most grave composure. "It is my duty, and, if I did not help them, I should disgrace the service, and be reproved by the Admiral;" saying which, the Lieutenant pulled towards the mast, and succeeded in saving about a dozen of these unhappy wretches. As soon as they were stowed in the bottom of the boat, the Turk, after a short, but apparently, profound meditation, suddenly burst into an immoderate fit of laughter. "What is the matter?" cried the astonished Lieutenant; "Good God, what is there here to laugh at?" "Laugh!" exclaimed the Turk, with bitter sarcasm, "laugh!—by Allah! you English are a singular people: yesterday you came into the Bay whilst we were quiet at our coffee; you knocked our ships to pieces, killed or mangled all our men till the fleet is one vast slaughter-house, and this morning, you pretend to be so humane that you cannot pass a score of wounded soldiers without putting yourself out of the way to save them." The Lieutenant was astounded, and, having no reply to offer to this odd view of the case, they proceeded to shore in profound silence.

A WHALE ASHORE.

While riding from Cape Town to Simon's Town, I visited the beautiful estate of Constantia, celebrated for its peculiar and delightful wine, from whence it takes its name. The day had been unusually fine, but loured by degrees, and as evening closed in, the sky assumed a threatening aspect; heavy black clouds gathered in the south-west, and the lightning was seen playing vividly about the horizon, which is a sure indication of the approach of one of those terrible storms so severely felt on the coast of Africa.

We pushed briskly on in hopes of escaping it, but the clouds descended so rapidly that they already capped the tops of the mountains, seeming ready to burst with their burthen; presently a tremendous clap of thunder broke directly over our heads, with such force that it appeared to shake the very earth; vibrating and echoing in the mountains around, it rolled solemnly away in the distance, leaving a death-like silence, which for a few seconds remained unbroken, when the rain came down in torrents, and in less than two minutes we were drenched to the skin.

We galloped on at full speed, in order to save the tide (which was flowing) from preventing us rounding the point of Fish Bay, that stretches out into the sea, and at high water is difficult and dangerous to pass. Pitch-darkness had now overtaken us, and the sea broke upon the shore with violence; as the waves receded from the beach, they left behind a strong phosphoric light, which had all the appearance of liquid fire, so that at intervals we could distinctly see each other. Our horses became alarmed at the lightning, and started at every object which met their view; presently we heard a most unusual noise, resembling loud moanings, accompanied with heavy shocks upon the earth, as if a ship was striking on the beach; thinking that such might be the case, we rode in the direction from whence the sounds proceeded, but I soon lost sight of my companion, whose horse ran away with him.

On nearing the sounds, my horse became so timid that I had great difficulty in urging him forward; presently he stopped short and trembled, and by a sudden flash of lightning I distinctly saw the cause of his alarm, which certainly startled myself also: it was an enormous whale that had been driven on shore by the gale. The huge animal was floundering about vainly endeavouring to extricate itself; every slap it gave the shore with its tail sounded like a great gun, and the roaring noise which it made was truly terrific.

My horse was now so frightened that he started off with me, rendering my situation very perilous, for there are deep quick-sands in the bay, where several lives have been lost; on one occasion a dragoon and his horse sunk together in them. However, I succeeded in pulling him in, and then had to dismount and climb over rocks and precipices in order to gain the road, for my horse would not face the sea again. It was midnight before I reached Simon's Town, where the noise of the whale was distinctly heard, although at a distance of three miles. My companion did not arrive until three o'clock in the morning.

On the following day numbers of persons went out to see the monster, which measured seventy-six feet in length. The whalers (there being a fishery established in the bay) soon took possession of the prize.

C. B.

FOREIGN MISCELLANY.

FRANCE.

M. DE CHAMBRAY,* after justly commentiug upon the danger to which a Government is exposed by venturing to introduce alterations of customs, manners, or discipline, into its army, or making any innovations calculated to wound the feelings of the troops, proceeds, in illustration of this principle, to detail the nature and consequences of the military missions, which have been of late years authorised in France.

"I will here speak of the military missions now in operation in France, and I will speak of them as a witness. It is scarcely necessary for me to say, that I do not profess to consider the subject in a religious point of view, but solely with reference to the good or bad effect produced upon the spirit of the troops.

"Every Sunday the French soldiers attend the mass celebrated by a chaplain of the regiment; all the disposable men are there present; it is the only religious duty which they are compelled to observe; they are, however, at liberty to fulfil others, provided the service does not suffer from it. Nevertheless, the chaplains cannot form congregations of soldiers, without the permission of the colonels of regiments. Under the Empire, the regiments had no chaplains, each corps attending mass in the parish where it was stationed. Military missions cannot exist without the authority of the Minister at War; for as the colonels of regiments alone have the power of assembling the troops, in order that they may be addressed, if some among these may authorize the labours of the missionaries, and may favour them by their presence and by their influence upon the minds of the soldiers, without having received authority from the Minister at War, it is because they consider that the non-existence of any prohibition of these meetings contains a tacit approbation of them.

"When a mission is opened for a regiment, a part of the men attend the ceremony, and among these are some who only attend from motives of curiosity. The missionaries generally request that those men who wish to attend, may be exempted from any duty which might prevent them from so doing; and some follow the mission in order to benefit by this exemption; these latter, as well as those who are attracted by curiosity, content themselves with attending the discourses *(prédications)*; but they do so irregularly, and always withdraw before the end of the mission.

"The men of a regiment are, in fact, divided into two classes,—those who are influenced by the mission, and those who are not. Among the latter, are some who indulge in pleasantries at the expense of the former. Every one is so well known in a regiment, that it is sure to be perceived when other motives than those of real devotion lead to the fulfilment of duties which can be equally well performed at any other time, and with less ostentation. If the colonel of a regiment attend the ceremony, several soldiers will do the same, in the hope of thereby meriting his good will; and thus hypocrisy is introduced into a corps.

"Sometimes the missionaries, led away by an inconsiderate and too ardent zeal, preach that no one can be a good servant of the King without exactly following all the practices of his religion; and give us clearly to understand that those soldiers who observe the ceremonies of the mission are, in their regiment, the best servants of the King: they add, that the subordinate should examine the grounds of the obedience which is required of them, and withhold it, if what is exacted from them should be found in opposition to the precepts of the Christian religion, of which they and the chaplains are, of course, the interpreters.

"Military missions, therefore, tend to introduce disunion and insubordination into regiments; but they may also produce other bad effects. There exist in the French army, and particularly among the non-commissioned officers and

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* "Philosophie de la Guerre, par le Mis. de Chambray," (continued from our last.)

soldiers, manners and customs which tradition has long preserved, which the recruits soon adopt, which are very different from those of the lower classes of society, from whence the recruits are generally drawn, and which, in a military point of view, are productive of the most happy consequences. The point of honour, for example, reigns among the French troops; it is one of the causes which render them susceptible of being inflamed by a proclamation,—by a happy word, and which contributes to give them that impetuous valour by which they are characterized. What can be substituted for the point of honour? Religious sentiments! I do not believe it possible."

* * * * * *

"At present, the spirit of arms and the *esprit de corps* of the French army are much weakened; it is the result of a reduction of the old, followed by the formation of new regiments, and of the change in manners which a new form of government is insensibly working. Every one isolates himself—The point of honour remains—Let us preserve that carefully."—(pp. 83, 84.)

To this, by no means brilliant picture of the present state of feeling in the French army, is appended a note, which states "that the present military constitution of the French troops neither accords with the civil constitution of the state, nor with the condition of society," and that therefore the military profession, so long sought after, in France, has fallen into a sort of disfavour."

We are rather inclined to attribute this feeling towards the military profession, (a feeling not confined to France, but, with the exception, perhaps, of Prussia, more or less observable in all those continental states whose troops have not been of late years called into active service,) to the military inactivity consequent upon a state of peace, than to the causes to which M. de Chambray traces its origin. At a time when the safety of the citizen depends not on the exertion of the soldier, the former is too apt to exaggerate the cost, and overlook the advantages of a standing army; and the military profession, however undeniable its services may have been to the state, falls, when viewed abstracted from those services, far below its real value in public estimation. In France, also, these general effects of peace are aggravated by the dispiriting system of advancement followed in her army.* The non-existence of any equivalent in the prevailing ordinances for that rapid promotion generally attendant upon war, the prospect of which, under the greatest privations and most trying circumstances of active service, is ever at hand to administer relief and excitement to the present, and sanguine expectation to the future, cannot but produce an extremely depressing effect upon the minds of an ardent and enthusiastic soldiery "no joys to him pacific sceptres yield." The profession becomes also deprived of its greatest enticement, and not only is the zeal of those who have already embraced it bereft of a support naturally looked for and deserved, but the principal inducement to that class of society from which the junior ranks would be most judiciously filled, is removed. In this particular, the British mode of advancement, as we have before observed, presents a striking pre-eminence.

We must content ourselves with simply referring our readers to the three remaining chapters of M. de Chambray's principal work, in which the qualifications of the general, the operations of large armies, and the importance of fortified places, are ably discussed, and proceed to that part of the *melanges*, where a review of the comparative merits of the French and English infantry manœuvres more peculiarly demands our attention.

"When the French infantry," says the author, "have to remain on the defensive in a position, they defend themselves by their fire; but more often, they attack, and then, after an engagement of skirmishers, and a cannonade, they charge the enemy's infantry with sloped arms *(l'arme au bras)*. This manœuvre is executed either deployed or in close columns of divisions; it has

* In the French army, two-thirds of the vacancies are filled up by seniority, and one-third, as far as the rank of lieut.-colonel, inclusive, is appointed by the King, who also appoints to all vacancies above that rank.

often succeeded against the Austrians and other troops, who begin to fire at too great a distance from the enemy, but it has almost always failed against the English, who do not fire until he is near them.

"In fact, if two battalions be deployed in sight of each other, and that one of them charges while the other remains stationary, and does not fire until the former has arrived within a very short distance of it, the battalion which charges, not seeing the fire commence at the usual distance, will be intimidated, and when arrived near the other battalion, and after having received its fire, it will be overturned in consequence of the enormous losses which it will have sustained; or it will become much confused, and halt, in order to return the fire. If, on the contrary, the battalion which awaits the attack, has commenced firing at a great distance from the other, its fire will have produced little effect, and the *cadre* of the battalion charging, profiting by this circumstance, will accelerate its march, crying out to the men, '*Forward, forward; they fire; they are afraid;* and it will overturn the battalion which awaits it.

"The English have also employed during the last war in Spain, and always with success, a manœuvre, which consisted in a battalion, formed two deep, firing, when the French had arrived within a short distance of it, and immediately afterwards charging, without even taking time enough to pull back the cock and shut the pan. We can easily imagine that a body which charges another, and sees itself charged, after having experienced a fire that has carried disorder and destruction into its ranks, must be overthrown.

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"The following is a fact which I have selected from many that have been related to me by eye-witnesses; it gives at once an example of the force of discipline, the influence of the *cadres*, and the excellence of the manœuvre practised by the English against the French, when it is seasonably employed.

"On the eve of the battle of Talavera, several deserters from an English regiment, composed of foreigners, came to the outposts of a French regiment, in which were a great number of old soldiers, and said that all their comrades were, like themselves, disposed to desert, if they found opportunity. On the morrow the French regiment found itself opposed to the English regiment, from whence these men had deserted. The troops were deployed on both sides. The French charged in their usual manner *l' arme au bras.* Arrived at a short distance from the English line, which remained immoveable, some hesitation was manifested in the march. The officers and non-commissioned officers cried out to the men, '*En avant, marchez, ne tirez pas.*' Some even called out, '*Ils se rendent.*' The advance was then re-established, and the French had arrived within a very short distance of the English line, when the latter opened a fire of two ranks, which carried destruction into the heart of the French line, checked its movement, and produced some disorder.

"While the *cadre* continued to call out '*En avant, ne tirez pas,*' and the fire was establishing itself in spite of them, the English, suddenly ceasing their fire, charged the French with the bayonet. Every thing was favourable to them; the order, the impulse given, the resolution to fight with the bayonet:—upon the French, on the contrary, a greater impression was made, and the surprise and disorder caused by the unexpected resolution of the enemy, obliged them to fly. This flight was not, however, the result of fear, but of necessity. The French regiment rallied behind the second line, advanced again, and fought bravely for the remainder of the day.

"Similar circumstances will always produce similar results; for the most impetuous courage cannot but give way, if it be not seconded by good methods of making war."—(p. 252 *et seq.*)

The foreign regiment alluded to by M. de Chambray, was the 5th line battalion of the King's German Legion, to whose gallant conduct on this day we are indebted for three French eagles, which were found among the slain of, we believe, the 28th French regiment on the following morning. These trophies of their valour were, in the confusion of the charge, altogether overlooked by our gallant *allies*, and had not the attention of the officers of the battalion been directed to

the spot by the eagle-poles, which were brought in by some of the men as firewood, they would probably never have come into our possession.

We regret much that the various claims upon the attention of the "Foreign Miscellany," and the limited space which we are permitted to devote to them, compel us to forego the analysis of many interesting essays contained in M. de Chambray's *Mélanges*, the whole of which bears striking evidence of an enquiring, liberal, and superior mind, and we take leave of the noble author in the full conviction that he possesses high professional talents, united with the rare accompaniments of candour and impartiality.

FRENCH NAVY.

The following circular has been addressed to the officers of the Royal Navy, by the Minister of Marine.

"Paris, Dec. 15, 1829.

"In conformity to the provisions of the 134th, 148th, 281st, and 301st Articles of the Ordinances of the 31st Oct. 1827, there must be addressed to the Minister, at fixed periods, by the commanders of fleets, squadrons, or divisions, and by the captains of vessels, confidential notes relative to the persons forming the staffs on board.

"In future, the following provisions will be observed in the fulfilment of this important duty.

"Every captain of a King's vessel must, upon his return from a cruise, or upon entering a port of France, after an absence of six months or more, address direct to the Minister, a report, in which he will express himself, without reserve, upon the character, conduct, and talents of each person of the staff.

"When the captain shall be placed under the orders of a commander of a fleet, squadron, or division, he shall deliver to the commander a copy of the said report; in order that the latter may add to it his own observations before he transmits it to the Minister.

"The Captain of a vessel sailing singly, shall deliver upon his return to the ports of France, at the periods specified above, to the maritime prefect of the *arrondissement* in which he may be, a copy of his notes upon the persons of his staff, in order that the prefect may do the same, relative to the report, as is stated in the foregoing paragraph.

"The notes to be given upon the officers and others cannot be too detailed; they should extend to the conduct, the morality, and the talents of each person; point out the merit of each as a sailor; mention his disposition regarding science, and its application; give an account of his zeal, devotion, and martial spirit; not neglect to give information upon the temper, health, and strength of each officer; and lastly, point out those who, by combining all the qualifications and energies of the seaman, are suited to superintend the general details of a large vessel, or prove themselves worthy of being called to the honour of commanding a King's ship.

"In drawing up these notes, every commander-in-chief, or captain of a vessel of his Majesty, ought to boast of fulfilling one of the most important duties of his post, and it is upon his honour and veracity that the Minister relies for fully appreciating the claims of officers to the favour of the King.

"It is not strictly required that the copies of these notes delivered by each captain to the commander of a fleet, squadron, or division, or to the maritime Prefects, should contain the same details as the dispatch addressed direct to the Minister.

"The notes are to be sent to the Minister under a double cover, the first addressed to the Minister, and the second 'For his Excellency only—Confidential notes relative to officers.'

"The Minister relies upon the devotion of the Admirals and maritime Prefects, and upon the zeal of the captains of his Majesty's vessels, for the strict performance of these important instructions.

(Signed) "Baron D'Haussez."

—*Constitutionnel.*

PRUSSIA.

During the year 1828, the following number of military persons were employed in the different branches of the civil service specified. It is to be observed, that the emoluments attached to the civil employments in Prussia, relieve the treasury to the amount of the pensions to which these military persons are entitled, and that the state being thus served by men who have passed a long career of honour, has a double security for their zeal, their devotion, and their good conduct.

	Officers.	Non-commissioned Officers & Soldiers.
In the interior Administration and General Police	30	400
In the Administration of Justice . .	5	196
In the Administration of Finance . .	49	397
In the Administration of Posts . .	3	71
Total during the year 1828	87	1064

In 1826, were employed in the different public offices of the kingdom, 87 officers and 1037 non-commissioned officers and soldiers, and in 1827, 86 officers and 1037 non-commissioned officers and soldiers.—(*Spectateur Militaire*, vol. viii. liv. xlvi.)

AUSTRIA.

Grand Manœuvres near Milan.

On the night of the 14th of October, one half of the troops which form the garrison of Milan, marched to Barlassana, and the other half to Due-Porte and Cermenate. A hostile army was supposed to occupy the banks of the Tesin and Po; the garrison to be abandoned to its own defence, and those of Due-Porte and Cermenate to have arrived from Switzerland in order to seize upon Milan.

The defensive corps took up a position, the first day, at Copréno; extending itself on one side to Seveso, and on the other towards Lazzate, Solavo, and Garbagnate; its advanced posts were at Cascina Larazzara. The enemy drove back these, and the garrison of Copréno seeing itself threatened in the rear, retired to Barlassana, keeping up a running fight.

On the following day, (the 16th) the garrison occupied the heights of Barlassana, having its light troops at Cascina Grigiona. The enemy advanced in two columns by Cermenante and Due-Porte; the advanced posts were driven back, and the two columns united before Mirabello, thus threatening the garrison with an attack in front; a detached corps was at the same time pushed on to Mida on the right; these demonstrations forced the garrison to retire to Cerviane, where the engagement became general; the garrison was repulsed at all points, and fell back upon Milan by the routes of Vareso, Garbagnate, and Cascina della Torre.

On the third day the garrison occupied the approaches to the posts of Comasina, Tenaglia, and Vercellina; its advanced posts being one mile from Portello. The besieging corps attacked all these posts at the same time; the gate of Vercellina was forced by discharges of cannon, the enemy entered here as well as at the other points; the garrison took refuge in the citadel: a mine was laid in front, and a battery defended the approaches to it.

A brisk cannonade commenced at the gate of the citadel; the mine was sprung, but the gate having been shattered by the shot, the conquerors entered the citadel.

The manœuvres terminated by the troops defiling before the Lieutenants Field-Marshal Lederer and Walmoden.—(*Spectateur Militaire*, vol. viii. liv. xlvi.)

WIRTEMBERG.

The Minister of War has just published an ordinance, which contains the following provisions.

Young men destined for the army, and who wish to join regiments as *volunteers*, will be required to pass an examination in elementary knowledge. Admission into the service confers no right of advancement to the rank of non-commissioned officer, which will depend upon the aptitude, zeal, and ulterior proofs of knowledge which the volunteers may develope.

In order to be inrolled in the army as a volunteer, the applicant must be eighteen years of age, must produce certificates of a pure and irreproachable conduct, be able to equip himself at his own expense, and must possess an annual income of six hundred francs.

The *volunteers* will be instructed and drilled by the officers in the use of arms, and in all branches of practical knowledge: as soon as they have acquired sufficient information, they will be qualified to apply for a public examination, after which they will obtain the diploma of cadet.

The advancement of the cadets will not depend upon seniority; but competition will be established among them, in order that the Government may become acquainted with the most capable: zeal, good conduct, and proficiency in theoretical and practical professional knowledge, will be the only claims to the rank of officer.—*(Ibid.)*

TURKEY.

All the ordinances of the Sultan indicate a great increase of his army and navy; several distinguished Generals are sent to Asia, accompanied by European officers, to exercise all the unarmed young men in the use of arms. It is said, that after the Bairam, the Sultan will review 100,000 regular infantry, and 30,000 cavalry.—(*Hamburgh Correspondent.*)

HALIL PACHA.

Halil Pacha, the Envoy from Constantinople to St. Petersburgh, has not the appearance of an Asiatic, but of a well bred European, acquainted with all the etiquette of our society. A smile which constantly animates his countenance, forms a singular contrast to the gravity we are used to in the Turkish physiognomy: his countenance, as well as that of the second Ambassador, Redschif Effendi, corresponds with his manners. Politeness to the ladies is also another remarkable feature in the character of our guests. With respect to their dress, they have two different uniforms, the cut of both is the same, and much resembles the jackets of our Cossacks; the full dress uniform differs from the other in having rich and elegant gold or silver embroidery on the collar, and orna ments of the same material on the breast, as on the jackets of our Hussars. The pantaloons are fuller than those of the Cossacks. The boots are quite in the European fashion; the civil and military officers wear over their uniforms a large cloak with an embroidered collar, those of the two Ambassadors are adorned with embroidery from top to bottom; on their heads they wear velvet or cloth caps with embroidery and a gold or silver tassel. The cap belonging to the ordinary uniform, is a plain red one with a silk tassel. The military are distinguished from the civil by a diamond insignia, the size and form of which vary according to the rank of the wearer. The badge which Halil Pacha wears on his neck, has a crescent in the centre; that of the Colonels is also composed of jewels, and is worn on the left breast, a little lower than the belt to which the cartouche-box is fastened; that of the Captains has only one jewel. The Sultan gives these badges when he confers the commission.—(*Preussische Staats Zeitung.*)

GENERAL CORRESPONDENCE.

TO THE EDITOR OF THE UNITED SERVICE JOURNAL.

Sir Charles Dashwood in reply to the Quarterly Review on Breaking the Line.

Mr. Editor,—I have just seen in the last Quarterly Review, a very long statement on the subject of Lord Rodney's battle of the 12th of April, 1782, in reply to the one published by Sir Howard Douglas, and in which my letter to that officer is canvassed with no small degree of acrimony. I am not so weak as to enter the list of controversy with such fearful adversaries, yet, it is necessary I should give some explanation in my own defence, and though they may turn and twist and criticise all and every expression contained in that letter, it does not alter the case one iota; and whatever ridicule they may endeavour to cast on what they have been facetiously pleased to term the "wheel scene," the whole is, nevertheless, substantially true, and with all their ingenuity they cannot confute it. They must at least do me the justice to believe, that I could not have been actuated by interested motives, when I tell them, that to this hour I have not the honour of even a personal acquaintance with Sir Howard Douglas, nor did I know he was a son of the late captain of the fleet, until about six months ago, when he wrote requesting I would give him such information on breaking the enemy's line as came within my own knowledge. I did so without reserve; and I can assure you, Mr. Editor, it is a matter of no importance to me, whether the merit of that great deed be fixed on the escutcheon of Lord Rodney or on that of Sir Charles Douglas; but called upon by the son of the latter, a perfect stranger, I conscientiously imparted what I heard and saw. Beyond this I have nothing more to say, than to regret that such a delicate question should ever have been brought before the public, and to assure the friends of my Lord Rodney, that it never was my intention to show the slightest disrespect to the memory of so great and distinguished an officer. I cannot therefore but be much distressed, that it should ever be supposed, when I mentioned the Admiral's going into the after-cabin, it could be construed into his going off the deck. Every Naval officer is aware, though the Reviewer may not be, that the cabin is merely a continuation of the quarter-deck. It is certain the Admiral was in the stern and quarter galleries the greater part of the battle, and it was in the latter situation, whilst leaning out of the window, viewing his own and the enemy's fleet, that I presented him with a glass of lemonade which he had desired me to make. I never said the Admiral was not on the quarter-deck at the moment the Formidable was passing through the enemy's line, for he was repeatedly in and out; but merely observed, that when he sanctioned that operation he turned to the cabin; but how far he advanced, or how long he remained, is impossible for me to say, as at that moment I was ordered below to give the necessary directions for opening the fire on the larboard side. The whole of my observations do not, in point of time, occupy more than five or six minutes, commencing while the Captain of the Fleet was leaning on the hammocks, meditating as I still think on some great design, to the conclusion of the "wheel scene," and as it would not take up more than from ten to fifteen seconds to go from the wheel to the stern gallery, and about twenty more from thence to the gangway, it is both easy and clear the chief was on that very spot at the critical moment of passing under the stern of the Glorieux, as stated by Sir Gilbert Blane, and then it was, I take for granted, the Admiral desired him (both the aides-de-camp being previously dispatched,) to go down and order the guns to be depressed. I do therefore most cordially join with, and beg to corroborate the statement of the Reviewers, "that the Chief was on the quarter-deck *before, during*, and after the Formidable passed through the enemy's line." No one ever asserted to the contrary, or doubted it; then how they can, even by possibility, construe this into the Admiral's "retirement in the cabin," is best known to themselves, but it is

neither candid nor just thus to torture my meaning to the dishonour and prejudice of so great a man. I disclaim it with indignation.

However young, as I certainly was, when this great battle was fought, yet early impressions are the most lasting, particularly one of such an interesting nature as those described; but if they imagine that it has lain dormant in my breast for seven and forty years, and is only now brought forward for the first time merely at the instigation of Sir Howard Douglas, or any other man, they are much mistaken, for I have mentioned it in all societies whenever it has been the subject of conversation during the whole of that long period.

I have the honour to be, Mr. Editor,
Your most obedient humble servant,
(Signed) CHARLES DASHWOOD, Captain, Royal Navy.

Torquay, Devon, 30th Jan. 1830.

Sir Howard Douglas in reply to the Quarterly Review on Breaking the Line.

MR. EDITOR,—The statement which, in justice to my Father's memory and services, I was induced to publish respecting the actual share he had in the decisive operation of breaking the enemy's line, in the battle of the 12th April, 1782, and which was published in full in the eleventh Number of your very excellent Journal, has elicited an article in the last Number of the Quarterly Review. On this article, written with all the ability which characterizes the contributors to that distinguished publication, I trust you will permit me to make a few observations.

The writer endeavours to impugn the testimony of eye-witnesses, who attest the fact, as stated by Admiral Ekins, in his Naval Battles, that the operation was neither premeditated nor predetermined, but was suggested and urged by my Father, "on the spur of the moment."

As it seems to be surmised that the information upon which Admiral Ekins has made this statement was derived from some of my Father's house, I think it right, in the first place, to declare, that the account given in the Naval Battles did not proceed from any of Sir Charles Douglas's family, to all of whom the Admiral is personally unknown, and who were utterly ignorant of such a work, until some time after it was published. It appears to have been drawn up on authentic information, procured from every accessible source, excepting myself and every other member of my Father's family; but it entirely corresponds with the knowledge and belief which the family of Sir Charles Douglas has ever entertained on the subject.

I am persuaded that this material circumstance has not been rightly understood by the reviewer; nor does he appear to have been aware that common report, original and still prevalent belief and conviction, all concur in assigning to my Father, what I know to be fact, the credit of having suggested the decisive manœuvre at the important moment; and that this was the impression and belief generally entertained in the fleet, immediately after the action.

So far, then, is my statement from being the revival of an old dispute, which had been suffered to remain dormant for seven and forty years, as the reviewer states, and from being accompanied by any new assertion, it was expressly written in reply to assertions by which others had revived the old dispute, and to support what had already been advanced by an intelligent and impartial historian, (Admiral Ekins); and, instead of altering the current of belief, to confirm impressions that were general and are still prevalent, but which others have attempted to deny or discredit.

I do not at all admit that the ingenious criticisms of the reviewer, shake, in the least degree, the clear and circumstantial account of Sir Charles Dashwood, supported by the evidence of Sir Joseph Yorke; but as I am enabled to supply, *in the most ample manner*, additional testimony to meet the deficiency of which

the reviewer complains, it is my intention to do so, at what I may consider a proper time.

Sir Joseph Yorke's testimony, it must be remarked, is not given on recollection; it is taken from notes made at the time, and lately extracted from a book, in which his mother entered, with her own hand, all her son's communications. These notes, of which I deemed the extract I gave, page lviii. Naval Gunnery, to be quite sufficient, agree in every particular with Sir Charles Dashwood's statement, even to the fact of Sir George Rodney going into the stern-gallery as soon as he had sanctioned my Father's suggestion; and Sir Joseph now corroborates, on recollection, the statement of the other aid-de-camp, by declaring that what is stated by Sir Charles Dashwood in his letter, as to the suggestion having been made and urged by my father, is correct, and "corroborates, what it fell to his (Sir Joseph Yorke's) lot to see and hear," and which he noted at the time. The error respecting the time of breaking the line must be a mistake made in copying the minute. This is obvious, for the hour was no doubt taken from the ship's journal or log at the time.

That part of Sir Joseph Yorke's notes which it is endeavoured to ridicule, respecting the Formidable's bow having been seen from the Barfleur to open through the enemy's line, and as to the crew of the Barfleur having thereupon cheered, was written after communication with officers of the latter ship respecting the action, and is perfectly consistent and easily understood. It is not said that the cheers were *heard*, but that they were *given;* and in the position in which the Barfleur was at that time, the Formidable, on emerging from the smoke in which she was enveloped whilst engaging to leeward, reached a situation in which she must have become visible.

With respect to what is stated in Mr. Cumberland's Memoirs, I was not ignorant of that work; and the anecdote therein related is one of the circumstances to which I adverted, in what I state at page xxxvii. upon the subject of my Father's delicacy in waving the question, when pressed or complimented verbally upon it. As there was no medium course between actually claiming, and tacitly disclaiming the merit, this anecdote proves nothing more than I have already mentioned; and you, Mr. Editor, have put this in a very proper light in the thirteenth Number of your Journal. In reply to Mr. Cumberland's gossip, as to my Father having objected to the manœuvre, which he is proved on the contrary to have suggested, I have to remark that, as by the reviewer's own showing, Mr. Cumberland appears to have confounded the Admiral and the Captain of the fleet in one part of his account, so he has made them change places throughout, and is entirely mistaken as to the party objecting. I shall have occasion, perhaps, to revert to this part of the subject hereafter; but in the mean time I think it right to declare, that though my Father declined to be complimented verbally, and in society, on the particular service he had rendered, in the case in question, and was extremely cautious to whom he avowed it, yet he did communicate it, confidentially to his family and some of his friends, and received and carefully preserved congratulatory letters from some of the latter, for having "pointed out so masterly a stroke" as that by which De Grasse was conquered.

I am sorry the reviewer has said any thing about angry feelings; of their existence I am unconscious, and to any such I concede *nothing*. But I may express my deep and sincere regret, that either the family of Sir George Rodney, or of Mr. Clerk, should feel *pain* from the manner in which I have expressed myself; or complain that I should have availed myself of the evidence necessary to establish the claim which I have found it my bounden duty to make, in reply to what has been asserted, and in consequence of no denial or answer having been given by others.

The writer of the article admits that some conversation between the Admiral and Sir Charles Douglas may have passed on the subject of breaking the line, and that it was not inconsistent with the duty and situation of the captain of the fleet to have offered the suggestion that was acted upon. How, then, can it be

considered derogatory to Sir George Rodney to have received it? The manner of making it was necessarily urgent; but Sir Charles Dashwood expressly describes it to have been made respectfully, and renewed "quietly," coolly, and even persuasively. The acquiescence of Sir George Rodney proved to be that of a great mind; and his going into the stern or quarter-gallery, upon giving his sanction to the manœuvre, so far from being to withdraw from the quarter-deck, in the signification attempted to be attached to Sir Charles Dashwood's statement, was only to move to what in action, is, in fact, the after part of the quarter-deck; a station, in which he was, perhaps, most exposed to the enemy's fire, which he was about to pass, close on the starboard hand, and from which he could best observe his own stern ships, which, undirected by signal, were only led by the course and example of the Formidable, actually deviating from *line a head*, the signal for which *(so urgent was the moment)*, was not hauled down till the Formidable had passed through the enemy's line!! In my statement I have strongly and sincerely expressed admiration of Sir George Rodney's true greatness of mind, in adopting the advice of the Captain of the fleet, and the determined gallantry with which he carried that suggestion into effect. My words are, "upon farther consideration Sir George Rodney determined most gallantly, and with true greatness of mind, to adopt the advice of the Captain of the fleet," upon which the Formidable pushed through the line, &c. &c. I feel that the reviewer has done me injustice, in suppressing this very material passage. I claim for my Father that he did his duty in offering and urging the advice he gave, whilst I give to the gallant Admiral the credit of adopting it, and the chief merit and glory of the victory it produced.

The satisfaction which I shall ever retain in the consciousness of having discharged properly this filial duty, will, I own, be always tinged with regret, that it may touch, in a contrary sense, the feelings of others; and it is therefore, due to myself to explain why I did not come forward sooner, and why I should move now.

Until near thirty years after the battle in question, when I succeeded to the title, this obligation did not descend to me, nor was I in possession of any of my Father's papers. At that late day it *did* become a question whether I should come forward; and I was much urged, by those whom I most loved, and to whom I owed implicit obedience, to do so. But though I then resisted their injunctions, I solemnly engaged, that, should the time ever come, when the question would be, not whether Sir George Rodney or my Father, had conceived and adopted the operation by which that victory was gained, but whether it would have been gained at all, had it not been for another, I would explain and prove all the real circumstances of that eventful day. If any one doubt that the question had come to this, let him read the introduction, by a Naval Officer, to Mr. Clerk's Essay on Naval Tactics; Playfair's Memoirs; and what is stated at page 237, Volume V. of Sir Walter Scott's Life of Napoleon Buonaparte, in which my esteemed and much-valued friend, who is utterly incapable of stating any thing that he did not believe to be true, has asserted that, "whatever professional jealousy may allege to the contrary, Mr. Clerk taught British seamen how to understand and use their own force;" and, in fact, that it is to the genius of Mr. Clerk, that the country is indebted for the decisive victory of the 12th of April, 1782.

These are assertions, either of which would justify me in coming forward, as I have done; but when, superadded to these, I *know*, that my Father went to his grave with a spirit wounded and mortified by neglect, for splendid, but unrequited services,—services which considered even as conducting the business of a day of so much difficulty, unpremeditated enterprise, and of so much glory,—a victory so signal in its immediate effects (the saving of Jamaica), so important in its general consequences, (retrieving our naval affairs and advancing the character of our service); taken even in these lights, the services of Sir Charles Douglas on that great occasion were deserving of some reward. It is insinuated that being but a Captain, the thanks of Parliament were sufficient. It should have been recollected, that being *Captain of the Fleet*, he ranked with

the flag-officers. He was classed with them accordingly in the thanks of Parliament. *They* were rewarded by honorary distinctions, while *he* was excepted. Whatever may now be said, my Father's own Commander-in-Chief, Sir George Rodney himself, did not deem the thanks of Parliament and the Admiralty letter, sufficient; for in a letter, dated Montague, off Bermudas, Aug. 8th, 1782, congratulating my Father on those honours which the reviewer deems to have been sufficient, his Lordship significantly admits them to be *insufficient*, by charging himself with "procuring what further my Father might most desire;" thus admitting that there were claims over and above those that had been publicly acknowledged. Yet nothing was done! My Father was a Baronet at the time of the action; and neither a red ribbon, nor any thing else, was conferred, to mark the sense entertained, by the Government, of his services; and, I repeat, my Father went to his grave, with a spirit mortified and wounded by these neglects. Of this he left proof; and I should be dead to all feeling, if this, together with what I have already stated, did not move me to act as I have done. Let me not be misunderstood.—It may be suspected by some persons, that I have some selfish object in view. I will own that I have an object at heart, and one which I confidently believe will be accomplished through my filial exertions. Any honours that may now be considered to have been due to my parent, can in no other way be made acceptable to me, than by being "storied on his urn;" and if I should succeed in raising the grateful sentiments of the country towards my Father's memory, for services which, taken in any light, may fairly be deemed not to have been properly requited, I shall have gained my only object.

Finally, as nothing but my conceding to Lord Rodney the credit of having conceived and directed, in a timely manner, the decisive operation, will, it appears, satisfy those who now dispute my Father's claim, I have only still to lament, that a paramount duty will continue to lay me under the necessity of refuting such a pretension; and to this part of the subject my forthcoming statement shall be more particularly devoted.

I am very sensible that the evidence of a son, in such a case as this, should be received with extreme caution; and that whilst the reviewer may honour my motives, he acts rightly, if, believing the other the injured person, he lean towards that side. But whilst I make myself responsible for having brought forward names and evidence which I had full permission to use in any way, I think it will be perceived that I am no direct *evidence* in the case. I am the advocate of my Father's cause, and the guardian of his fame; and as such I arrange and adduce the testimony of persons still living, much of which was noted at the time; and I avail myself of this, with other documentary evidence, for my Father's sake, firmly believing *that he is the injured person*. It is well said, that the reputation of a public man is public property, and should be defended accordingly; but this is true, not as to any particular man, but with respect to all public men; and to refuse to do justice to one, to whom public report, and an able and independent professional historian, after proper research, and upon ample proof, have assigned a degree of posthumous merit, which circumstances had partially obscured whilst living, because this would take from another that to which he was not entitled, would be to control the truth of history, and to commit the very error which the reviewer has so properly condemned.

I feel conscious that I have done my duty; and that I have done it in a way neither heedless nor reckless of the feelings of others. Whether by my exertions my Father's name may continue to stand on the page of history, in this particular, as I wish it may, and think it ought to appear, will be for the historian to determine; but so far as my own reputation is concerned, as a man of no obduracy of feeling, nor inconsiderateness of conduct, I hope I may rely on the grounds upon which I proceed, being considered so strong, as at least to jutisfy me in showing proof to the biographer and to the historian, of what I believe to be true, as firmly as I do my own existence,

And am, Mr. Editor,

Your very obedient servant,

HOWARD DOUGLAS.

*** The foregoing letters of Sir Charles Dashwood and Sir Howard Douglas require no comment to explain or recommend them; they are equally honourable to the writers and satisfactory to the reader. While we regret that the manly and consistent explanation of the former officer should have been rendered necessary, we think that the deliberate reassertion of his distinct and coherent impressions is calculated to have a still stronger influence on the decision of the question at issue. The title, however, of Sir Charles Douglas to the honour of having suggested the manœuvre of the 12th of April, does not rest alone upon the testimony, however faithful and decisive, of Sir Joseph Yorke and Sir Charles Dashwood: evidence, strikingly corroborative of the recollections of these eye-witnesses, pours in from unexpected and perfectly disinterested quarters; and confirmation grows with every new memorial thus tendered in the spirit of simple justice which characterizes the claim itself.

We trust it is unnecessary to advert to the impartial principle which regulates our public judgment in this as in every similar discussion. As the legitimate chroniclers of the achievements and assertors of the fame of British heroes of *all ranks*, our pages are open, without distinction, to the promotion of those objects. In the present case, we are bound to resist the fascination of time-honoured prejudices, nor suffer ourselves to be dazzled by the splendour of high station; else might we be suspected of inclining rather to the victorious and ennobled Chief than to his subordinate and unrequited Adviser. Better informed of the truth, we utterly reject the insinuations which would affix to the claim of Sir Charles Douglas, so unexceptionably asserted by his son, an invidious or unfounded character. Convinced ourselves, by an unreserved insight into the grounds upon which that claim is sustained, we are prompted to communicate our own unbiassed conviction for the benefit of those who may be less intimately acquainted with the merits of the case. To the latter we freely pledge our decided opinion, that there cannot exist a rational doubt of the Captain of the Fleet having suggested the decisive operation of breaking the enemy's line in the battle of the 12th of April, 1782.

Dissenting, upon the same grounds, from our ingenious though not over-courteous elder brother the Quarterly Reviewer, we cannot deprecate the agitation of a question, no matter at what time of day, which involves a possession so inestimable to the individual Claimant, while it cannot detract an iota from the National Glory. Yet even with so legitimate a motive to justify his moving in the matter at any period, Sir Howard Douglas has not been the first to bring it into controversy. He has taken the field, not invidiously to assail the proper and well-won fame of Lord Rodney, but defensively to meet the prior and discrepant allegations of others, and to reclaim for the memory of his gallant Father that justice, which he had the best reason to know was strictly his due. In such a case would a Son, with ample and accumulating proof at hand, have been justified in allowing judgment to go by default?

It is a singular feature of this question, that no recorded objections to the posthumous retribution claimed for Sir Charles Douglas have been offered since the publication of Sir Howard's statement by the parties immediately concerned: while the technical cavils raised by the Critic, ostensibly on behalf of the latter, will promote the cause at issue by eliciting every light which it may be possible or proper to throw upon it; that the transaction, thus sifted and certified, may take its place among the facts of History. It is to the latter most important object that we mainly lend our aid, bent upon zealously seeking and faithfully recording—THE RIGHT.

Without dilating on the proofs and presumptions already adduced, or anticipating those which Sir Howard promises to supply, we would merely point out as powerful arguments in favour of his Father's claim—the remarkable correspondence of Admiral Ekins's account of the affair, with the particulars known to Sir Charles Douglas's family, though no information on the subject had been derived from the latter by that able and judicious writer,—and the facts, still more conclusive, that Sir Charles Douglas *did* confidentially avow to his domes-

tic circle and intimate friends that he had positively suggested the manœuvre, and never denied to *them* his having done so, nor stated that he had objected to it. His having waved or disclaimed in public the credit of an act which he admitted in the bosom of his family, so far from being inconsistent, would rather argue a characteristic magnanimity, prompting the sacrifice of so brilliant a distinction to a sense of professional etiquette. And is not, we would ask, the reputation of such a Man as much the property of his Country as that of his ably served and more fortunate Superior? It is,—if there be virtue in aught but a name, and the free exercise of his understanding be a privilege not yet denied to the subordinate officer.—Ed.

System of the Coast Blockade.

Mr. Editor,—Amongst the many *on-dits* which are afloat respecting changes, reductions, promotions, &c. I have not observed that any notice has been taken of the Naval Blockade Service, established on the coasts of Kent and Sussex, unless, indeed, the rumour, that a small reduction in the number of *men* was about to take place. Now, Sir, when I consider that no fewer than three thousand individuals, including about two hundred officers, are appropriated for that duty, out of a limited peace establishment of twenty-one thousand seamen, I am surprised that some person more competent to the task than the humble individual who now addresses you, has not taken an earlier opportunity to call the attention of the Legislature, and particularly my Lords Commissioners of the Admiralty, to a subject of such importance; and to propose such suggestions for its permanent improvement and respectability, as must appear necessary to every disinterested observer who has given it a moment's serious consideration.

Having served on the Kent Blockade for upwards of two years, during which period I was at several stations between Sheerness and Dungeness, and having at last (to use the expression of a gallant Admiral) "turned my stern to it," I trust it will be admitted, that in requesting insertion for a few observations in the pages of your highly useful and valuable Journal, I am actuated by no other motives than a sincere desire to benefit the officers and men employed, and to render the service itself more efficient. In my endeavours, however, to do this, I consider it necessary to my purpose to give a slight sketch of the service as it stands at present, and to make a few extracts from the orders and regulations now in force, which I consider derogatory, and unworthy the profession from whence they emanate; and finally, to submit such alterations, as are in my opinion called for.

The force of each county is under the control of a Captain, who in like manner commands a ship placed in a central situation. It is then separated into three divisions, each division having a Lieutenant, designated "divisional Lieutenant," with extra allowances to superintend it. The county is again subdivided into stations, averaging about a mile and a half each, and commanded by a Lieutenant, with a party varying from twelve to twenty-four men.

I have selected the following orders from an amended edition issued in July last, some of the old code being degrading in the extreme. They were kindly furnished me by a friend who has recently left that service; and are addressed to the Lieutenants who, be it remembered, are the only officers employed, excepting a few of the medical corps.

"The provisions for the party will be placed under his charge; and he is to attend daily the serving them out, as well as the grog.

"He is not to be absent from his station without the permission of his divisional Lieutenant or myself, (if for the purpose of marketing he may take his servant,) on which occasion, as well as when duty may require his quitting the vicinity of his quarters for the space of an hour, he is to leave a note with his chief petty officer, addressed to me and his divisional Lieutenant, stating the time he left, the cause of his absence, the direction gone, and the probable time of his return, in case either of us should visit in the mean time.

"He is to be present at the arrival of the contractor's carts, to see the provisions weighed, and that his men have no intercourse with the drivers."

"He is to instruct his men in knotting, splicing, the mark of the lead line, and points of the compass."

I would ask, what your readers of the army, navy, and the public, think of such orders being addressed to this class of officers? But I anticipate the answer; "That they are worthy of a higher and better calling even in these degenerate days of our naval history." If your reader be an officer of the army, and stationed at Dungeness Point, three miles from either road or field, how would he bear not to be allowed to quit his quarters, without first having the permission of his superior, who might at the time of applying be forty miles distant; and in the event of obtaining that permission, how would he like walking over three miles of heavy shingle in his regimentals, and a pair of back stays,* ere he could reach a road or path of any kind.

Sir, we are told that the Blockade is a "nursery for seamen;" it is a refuge for the destitute rather; an asylum for every species of distressed mechanic and artisan, including Spitalfield weavers, bricklayers, joiners, tailors, shoemakers, and tinkers, and of these it is expected the Lieutenants will make seamen. Make seamen on shore!! the idea is worse than absurd.

If it be intended to continue the blockade establishment, and that this letter should meet the eyes of any of my Lords Commissioners of the Admiralty, I beg they will bear with me, whilst I bring under their consideration some remedies, by which, from my long attention to the subject, I contemplate important and beneficial results to the service. First, then, I would continue a guard ship in the Downs, as an entirely distinct command, in constant readiness for active service. She should, however, be the victualling depôt, and all supplies of provisions, slops, &c. should be issued from her. I would appoint a Captain to each division, upon the pay of the respective ships, which by their rank they are eligible to command, with two hundred pounds per annum, as allowance for the keep of horses and other incidental expenses. They should make all reports to the Admiral of the station direct. I am of opinion, that the exertions of men who are a limited time in office, more than counterbalances the experience gained by a long continuance; and, therefore, I would make the appointments triennial, which, as it has hitherto been considered lucrative, would give a chance to officers, who cannot reasonably expect employment in the regular line of the profession.

By this, the junior officers and men could have frequent access to their Captain; this, whilst it made the service more palatable to the former, would give mutual confidence and satisfaction to all: and here I would observe, that without wishing to cast the slightest imputation on the officers now superintending divisions, it is but natural to suppose, that being of the same rank as those in command of stations, they are more tenacious of their authority, and ready to take offence at any supposed breach of etiquette or discipline, than a Captain would be; hence, the frequent heartburnings, disputes, and finally removals from station to station, which has caused many fine young men to quit the service in disgust. I would remove many of the degrading and annoying restrictions from the Lieutenants, and would encourage them to an attentive discharge of their arduous duties by occasional consistent indulgences; such, for instance, as a day's leave during the moon lights, and six weeks in the summer to such as may require it, this being generally granted to officers serving in guard ships.

I would endeavour to get an intelligent and respectable class of persons for first and second rate petty officers; I would give the former £40. a year, and the latter £30. I would have them wear uniform coats with anchor buttons, such as are worn by warrant officers; the effect this would have with the men

* "Back stays" are pieces of flat boards which are tied round the foot, and are an indispensable article of dress at Dungeness for walking over heavy shingle.

must be obvious. For it cannot be expected that a Lieutenant will ever willingly surrender or compromise his rank in the service, by performing duties which properly belong to a subordinate officer, and considering the strange medley of which the men are composed, it will be impossible to maintain proper subordination, and enforce a prompt obedience of orders, without the personal superintendence of a responsible officer. It is for this reason that I urge the change as both expedient and necessary. I would, in the next place, have officers more particular in the selection of men; I would fix the period of service, at the discretion of the volunteer on his entry, at any time from eighteen months to three years, and I would discharge him on the day of the term expiring; this would prevent the numerous desertions and robberies of each other, which, I am sorry to say, were in my time but of too frequent occurrence.

I have now, Sir, performed my promise, feebly I admit, but with honesty of intention, and I trust it may at least have the effect of stimulating others to press upon the consideration of their Lordships some more improved scheme, for the better conducting this branch of the public service than that which at present exists.

I am, Sir,
Your most obedient servant and constant reader,
London, Feb. 1830. A Lieutenant of the Navy.

Our Military Establishments, present and former.

Mr. Editor,—As it is the fashion of the time to draw a parallel between our Establishments of the present day and those of former periods, I send you a return of general officers employed in Great Britain and Ireland on the Staff of the Army on the 24th Feb. 1743-4, by which it will appear that where we have now thirteen we had then twenty-seven. The expense of the fifteen employed in England, with the Adjutant and Quartermaster and their Deputies, was 60*l.* 10*s.* per diem.

I am, Mr. Editor,
Your obedient servant,
24th Jan. 1830. L.

	24th Feb. 1743-4.	24th Jan. 1830.
ENGLAND.		
General	1	1
Lieutenant-Generals	3	0
Major-Generals	5	4
Brigadier-Generals	6	0
SCOTLAND.		
Lieutenant-General	1	0
Major-General	0	1
Brigadier-General	1	0
IRELAND.		
General	1	0
Lieutenant-General	1	1
Major-Generals	2	6
Brigadier-Generals	6	0

Commanders of Packets and Freights.

Mr. Editor,—I saw in the Times of the 10th ult. that much complaint is made in the letters from Mexico, of the Admiralty order or regulation, by which the packets from thence are prohibited from taking more than thirteen tons weight, or about 500,000 dollars value in silver. There is little difficulty in penetrating at whose incitement this complaint is made. Would one not think it had its origin with some Commander of a packet? if so, these gentlemen are too grasping; they are already, I have understood, driving a thriving trade, and

some of the poor little "Tenny's" have been overweighted. The Admiralty order is therefore wise and provident, and I hope sincerely they will alter them so as to increase their accommodation for the passenger, and give less room for the stowage of merchandise, limiting the quantity. The article that attracted my notice, in continuation, says,—"The evil arises from the monopoly, or nearly so, in the conveyance of specie, which is given, under the present arrangements, to our ships of war, which arrive at uncertain intervals, and seldom come direct to England, the commanders being anxious to obtain as large a freight as possible. As the packets are now well armed and sufficient for protection, there seems to be no reason why the *conveyance of specie should not be exclusively confided* to them, except the commission which the captains of ships of war gain from it, which is *a paltry consideration*, to oppose a great commercial advantage." The commanders of the packets are not, I conclude, disposed to *secure this monopoly, or benefit by the paltry consideration!* You, Mr. Editor, will see this man's drift; let us hope that the Admiralty may.

Ever yours,
A ———.

Commanders of Packets and Freights.

Mr. Editor,—I am a lieutenant of twenty years' standing, who served actively during the late war, and since the peace I have sought every means to obtain advancement in my profession; but having no better influence than my certificates from the officers under whose command I have had the honour to serve, my applications have been unsuccessful. Since the packets have been placed under the Admiralty, I have asked for the command of one; but here again my want of borough or ministerial influence proved fatal to my hopes; and it was signified to me, that "his Lordship regretted that he could not assist my views; the list of candidates being so extensive as to preclude his giving me any hopes." Is it not a great injustice, that the commands of packets are for life, when in every other branch of the naval service the period is limited to three years? During the last five years, the freight and passage money has amounted to from £500 to £1200 per annum, and this advantageous situation is confined to about thirty individuals, whilst there are a thousand old officers who would gladly accept of employment. Moreover, their professional knowledge would be renewed and probably improved; at the same time it would afford an extensive patronage to the Admiralty. I must also remark that the officer in command of the Packet Establishment at Falmouth, is a post-captain, which appointment he has held for seven years; having a house rent free, and very liberal allowances for table, &c.

I can only express my hopes that my brother officers will raise their voice against this exclusive system, and endeavour to obtain, by respectful remonstrance, a just proportion of the few good things which fall to the lot of an

Old Lieutenant.

London, 16th Feb. 1830.

The Bengal Army.

Mr. Editor,—A most atrocious article lately appeared in the Morning Chronicle, respecting the Bengal army, and which I am induced to notice from it having been copied into other Journals. I have no hesitation in stating the article to be as false as it is flagitious. It first falsely ascribes the existing spirit of discontent to resistance, as it respects reductions in the *strength* of the army, and, secondly, asserts that *several battalions* have resisted the order to reduce. Now there is not a shadow of foundation in this, beyond a letter inserted in some of the daily papers, which mentions that a corps of *irregular* horse, and a *provincial* corps, had refused to disband. With that sort of corps there is only

one or two European officers: their conditions of service, &c. are *peculiar*, and if any demur of the sort has occurred, it was doubtless owing to some want of proper explanation or consideration towards the native troops composing them, in regard to compensation for expense incurred for arms, appointments, &c. which the horsemen furnish for themseves, to pay their journeys home, perhaps when disbanded many hundred miles from their own country, or some such cause, having reference, at any rate, to acts of the natives ordered to be discharged, and not to the European officers.

I am aware there are generally two ways or opinions as to the mode of treating such assertions,—either with contempt, as beneath notice, or rendering explanation as necessary to indicate those who, from want of more correct information, may very naturally be led to be influenced by them. At the present crisis, when attention to the East is particularly excited, I should really think it became the duty of the Court of Directors to notice the subject, as they can deny, or at least assert their ignorance of any foundation for such libellous imputations.

I am, &c.

A Bengal Officer.

*** We are in possession of various communications from officers of the Indian army, principally relating to the great prevailing cause of discontent—the reductions, which are discussed in terms of much excitement and acrimony. This feeling must have reached a very aggravated pitch, when, as we learn from these sources, so excellent a man as Lord William Bentinck has become excessively and universally unpopular. Having, however, reason to believe that effectual steps have been taken by the Honourable Court of Directors, to allay the existing ferment amongst their officers, we abstain from giving publicity to angry complaints, the cause of which, is, we trust, about to be removed.

American Ships of War.

Mr. Editor,—At page 217 of your Fourteenth Number, I observe an extract from that admirable brochùre, the Bulletin des Sciences Militaire, relative to the American Navy. It appears to me that this extract may tend to mislead many of your readers as to the dimensions and actual force of the ships composing that navy: I therefore subjoin a memorandum of three classes of vessel which I examined on the slips at the naval establishments undermentioned, when I visited the United States in the autumn of 1827,

Building at Portsmouth (Massachusetts), one "74-gun ship."

Length of false keel 184 feet 2 inches, round stern, flush deck fore and aft, mounts three complete tiers of batteries, each tier presenting 17 ports aside, without including the two bridle and four stern ports. This vessel is thus pierced in all for 120 guns, and is intended to carry (as stated by a sub-officer in attendance at the yard) 42-pounders on her lower, 32-pounders on her main, and 24-pounder carronades on her flush deck.

Building at Ditto, one "44-gun frigate."

Round stern, flush deck fore and aft, mounts two complete tiers of batteries, each tier presenting 16 ports aside, without including the two bridle and two stern ports. This vessel is thus pierced in all for 72 guns.

Building at Philadelphia, one "Line-of-battle ship."

I did not observe the mark on her false keel, but was informed by one of the workmen that it was very nearly 200 feet, round stern (less rounded than the former models), mounts four complete tiers of batteries, each tier presenting 18 ports a side, without including the two bridle and four stern ports. This vessel is thus pierced in all for 168 guns.

Having the honour to belong to the sister profession, I trust your naval readers will excuse my not using more appropriate nautical terms:—the above facts come within the scope of any landsman's observation. Although these vessels

are stated as "building," they are ready for launching at almost any moment, and are only kept under the building houses, in consequence of the act of Congress, which at present prevents any more vessels of the two larger classes being laid down on the slips. Those building at Boston, New York, and Washington, do not differ materially from the above-mentioned ships at Portsmouth. I did not visit the naval yard at Norfolk.

It may not be generally known that the steam-frigate, Fulton, was blown up by accident, at New York, a few months ago.

I am, sir, your obedient servant,

Albany, 8th Feb. 1830. M. M.

Case of the Half-pay by Reduction.

Mr. Editor,—Your valuable publication, to which I have from the commencement been a subscriber, being so liberally open to suggestions from members of either profession, I make no apology for troubling you with the present, trusting you may deem its contents not altogether unworthy your notice, on the situation of half-pay officers placed thus, not at their *own solicitation*, but by *reduction*. Doubtless there are very many officers of this description who, like myself, entered the army during the late war, with the view of making it their profession; and who, *thus reduced*, yet in the prime of life, and without interest or funds to enable their return by purchase to the service, are doomed not only to forego the bent of their inclinations, but to rest satisfied that there is scarcely the remotest chance of their ever being again employed. Under circumstances such as these, although individually we should all be grateful for the remuneration we receive for past services in the shape of half-pay, yet for one I cannot but feel somewhat annoyed, that whilst I am thus placed on the shelf and forgotten, I have the mortification of seeing officers, who were considerably my juniors in rank, and others who at the period my services were dispensed with must have been children, rapidly progressing to the attainment of the highest ranks; and I would candidly submit whether, as an amelioration to the feelings of such officers, it would be too much to expect, that after they shall thus have been subject to their friendless lot a certain number of years, they might not presume to hope for a brevet step, without however benefitting by the increased half-pay of a higher rank. Such concession, Mr. Editor, would entail no additional expense to the Government, and would be justly estimated by a meritorious class of individuals, both in the Navy and Army, who, but for the reduction of a part of His Majesty's forces, and *not the result of their own inclinations*, might have anticipated that promotion as a right, which now, alas! without such a boon, they can never hope to attain. It should, perhaps, be the task of those individuals of longer standing, or who may have seen greater service than myself, to make this appeal; but time rolls onward, Mr. Editor, and I must confess, that with the advance of years, I should feel proud in the anticipation of such distinction; it would render to the mind a satisfaction, that for the trifling aid, I may, perhaps, have thrown in the scale of my country's glory, I might *yet* look forward to some *little consideration*, if not for services rendered, at least as a reward for hopes and expectations blighted.

A Waterloo Lieutenant,

London, 19th Feb. 1830. Placed on Half-Pay in 1817.

*** We perfectly agree with our Correspondent, and earnestly recommend the grievance he so faithfully describes to the notice and consideration of Authority.—Ed.

Colonel Denham.

Mr. Editor,—Accident has only recently placed in my way the Number of your excellent Journal, containing a "Memoir of the late Lieut.-Colonel Denham."* As a friend to some of those who formed the mission into the interior of Africa, and in justice to the memory of such daring and enterprizing individuals, it is proper to remove an impression, which must, no doubt, exist, by the statement alluded to. The writer of the "Memoir" has no authority for the assertion, that Major Denham "was selected by the British Government to be the *leader* of an expedition fitting out to penetrate into Africa," and it is notorious that such was *not* the fact. Major Denham, in the introductory chapter to his relation of the journey, says, "Previous to any knowledge I had received of the intentions of His Majesty's Government to follow up the mission of Mr. Ritchie and Capt. Lyon, I had volunteered my services to Lord Bathurst to proceed to Timbuctoo, by nearly the same route which Major Laing is now pursuing. I learned, in reply, than an expedition had been planned, and that Dr. Oudney and Lieut. Clapperton, both of the Navy, were appointed; and with these gentlemen, by the kindness of Lord Bathurst, I was, at my request, associated." The *leader* of the mission was Dr. Walter Oudney, in which character he was acknowledged at Tripoli, and continued as such until his death, at Murmur, in the interior. The "Memoir" says, "It was on the 18th November, 1822, that he (Major Denham) and his *party* arrived at Tripoli; these brave followers consisted of Capt. Clapperton and Dr. Oudney, with a humble auxiliary, William Hillman, a shipwright." In the account published by Colonel Denham, it appears, "*his party*" consisted of "William Hillman" *only!* and that on his (the Major) arriving at Tripoli, he *found* Dr. Oudney and Lieut. Clapperton *waiting for him.* Ensign Toole, of the 80th regiment, who "was afterwards added to Major Denham's party," *did not leave* Tripoli till the 6th of September in the *following year*, and reached Kouka the 22d of December, having travelled from Tripoli across the Desert in three months and fourteen days, where he expected to find Dr. Oudney and Lieut. Clapperton, both of whom had only left that place eight days previously for Kano.

With regard to the character of Lieut.-Col. Denham, I know nothing whatever, and only wish to remove the impression of his having been the *leader* of the expedition; a character he does not assume in his book of Travels, &c. &c. and which should, therefore, not be assigned him, when it belongs to Dr. Oudney exclusively.

In the "Records of Capt. Clapperton's last expedition to Africa, by Richard Lander," just published, is given the character of the "fine fellow of a black, a native of the island of St. Vincent, whose real name was Adolphus Sympkins," but whose appropriate appellation was "Columbus," as stated in the "Memoir" before referred to. It is at page 43, vol. i. and says, "he was a man of strong and easily excited passions, and was besides malicious and revengeful." Lander goes on to say, "A day or two previously to our leaving the ship, (the Brazen frigate,) I had by some means or other unintentionally offended Columbus; the next time he saw me, he exclaimed, grinning horribly, in a tone and gesture which could not be mistaken, and which I shall not easily forget, 'I shall one day have the pleasure of seeing you parching with thirst on the back of a camel, and rather than give you one drop of water, by —— you shall perish there; *that* shall be my revenge!'"

This "fine fellow of a *black*," who, by the by, was a *mulatto*, landed at Whydah, and overtook Dr. Dickson at Abomey, was attacked with fever on the road to Shar, and died before reaching that place.

30th Jan. 1830. Q.

* Part I. page 151.

Naval Uniform.

Mr. Editor,—As it is said to be the intention of the Admiralty to make some farther improvements in the Navy, I sincerely hope, in common with a large majority of my brother officers, that it is true, as reported, that one of these, will be the small but most acceptable alteration in our uniform, of substituting a BLUE collar and cuff for the *white* one now worn; for no one who has ever experienced the inconvenience of *white* in our naval uniform, can doubt the necessity for this partial change. Notwithstanding the great amendment made in our dress by His Royal Highness the late High Admiral, an officer is still almost obliged to carry a ball of pipe-clay in his pocket, if he would desire to appear clean, after performing any duties where he has had to wear his uniform-coat in wet weather, or when blowing fresh, particularly in boats. If, in addition to this alteration, the admirals and captains were, as believed by many, to have embroidery on the cuffs and collars, particularly of the oak and laurel,—an ornament as tasteful as appropriate,—instead of lace, it would be infinitely more handsome, and would cause greater respect to be shown to them in foreign countries, where *this* is the principal mark of distinction.

It has often occurred to me as extraordinary, that the cockades worn by our army and navy should be *black*; and the more so, as the officers in the Russian and American services wear the same; farther, that the livery servants in our own and other countries, also, are permitted to bear this badge. Surely, then, some change is requisite, and I would humbly suggest, that the cockades should be made of silk, and to resemble our national banners, either that of the *Union* or of *St. George*.

These alterations would, at this moment, prove of essential benefit to hundreds of distressed workmen, who are out of employ, and this consideration alone will, I confidently trust, even if such improvements are not already in contemplation, cause my suggestions to meet with due regard in the quarter where the order for those changes alone can be made.

I have the honour to be,
Your obedient servant,
A Companion of the Bath.

London, 6th Feb. 1830.

Savings Banks.

Mr. Editor,—Seeing in the January Number of your Journal a letter from a correspondent signed "Justicia," complaining of the exclusion of officers of the Navy and Army from the benefits arising from the establishment of Savings Banks, on account of the new regulations. I beg leave to state, there is nothing in the last Act of Parliament to prevent officers of both services from participating in the advantages of such institutions; but the managers of the respective Savings Banks, are empowered to make any rules for the establishment that are not contrary to the spirit of the purposes for which these institutions were established, viz. the inducement to persons of small income to deposit the surplus in a place of security.

The managers of some Savings Banks, mistaking rank or situation for "means," may have made rules excluding (from their profession entitling them to the rank of gentlemen,) officers of the Navy and Army from the advantages of the institution, but such rules are by no means general; the London and several country Savings Banks only requiring the applying party to give their name, and profession or business, the only restriction being confined to the amount allowed to be deposited, which in all cases is 30*l.* within the year, commencing from the 20th of November in each year, (the date of the commencement of the new Act,) the total amount allowed to be deposited being restricted to 150*l.* and interest to cease after the deposits (from the accumulation of interest,) amount to 200*l.*

Now, Sir, as the exertions of the Directors of the different Savings Banks must be purely disinterested, and intended only to forward the purposes for which these institutions were established, (they not being allowed by law to derive any benefit from them,) I make no doubt, upon application to the Managers of any Savings Bank, who are competent to make any alteration in their rules or regulations, that the complained-of exclusion and restriction would be removed at their next meeting.

I am, Sir, your obedient Servant,

London, 23d Jan. 1830. L. B.

Preliminary Naval Education.

Mr. Editor,—In a paper on preliminary naval education in the January Number, at page 61, it is stated that, "in enumerating the acquirements at the College, we have omitted to mention dancing." The omission happens to be perfectly just, as this *important* office has not been continued since the death of the late dancing-master, Mr. Boismaison, which took place in the summer of 1827.

I cannot agree with the strong condemnation contained in the article referred to, of a music-master being attached to that establishment, to foster and "encourage that cockpit's curse, the incipient flute-player." An ancient authority tells us "there is a time for all things," and it should be borne in mind, that each one has his own pursuit as a relaxation from the toils of the deck. We are not always to have our sextants in hand, nor to be ever poring over the tedious operation of clearing a lunar distance. In the intervals between the various duties of the ship, surely a little leisure may be as rationally devoted to the flute, as to cards, chess, fishing or the like. It cannot be denied that there are worthier means of improving time, but then the inclination is to be consulted, and, more so, as the regulations of the first-lieutenant sometimes much interfere with amusements on shore. By the way, I find no mention of a dancing-master in a paper on the College in one of your former Numbers.

Whilst on the subject of preliminary naval education, allow me to say, that the Blue-coat School or Christ's Hospital, and the Upper School at Greenwich, have sent forth a due share of talent into our service, and are each anxiously sought after by parents who intend their sons for the naval profession.

I am, Sir, your obedient servant,

Veritas.

Defence of India.

Mr. Editor,—The purport of the letter in your last, relative to the future defence of India, will meet, I incline to think, the fullest concurrence from every one who may have given any attention to the subject. The banks of the Indus are, indeed, as your intelligent correspondent states, the true line on which the British empire in the East is to be maintained or subdued. But in remarking that "*we must plant our spear where Alexander erected his altars,*" he has been inaccurate. It was 300 miles eastward of the Indus, at which the Macedonian hero, compelled by the mutinous lamentations and discouragement of his veterans, halted and raised these pious offerings to the gods; and it is nearly the same spot, the left bank of the Hyphasis, on which a part of our frontier already rests, and on which, therefore, the British spear is already planted. Beyond this point, I cordially agree, it should undoubtedly be carried to the great river, which gives its name to the peninsula.

Asiaticus.

THE UNITED SERVICE MUSEUM.

THE pressure of Parliamentary and other engrossing duties on the time of some of the distinguished individuals, from whose influence the United Service Museum is expected to derive important assistance, has alone retarded the announcement of a General Meeting. This, however, will be done the moment that proceeding has been fixed upon. Meantime, contributions and subscriptions continue to be received by the Secretary. Amongst a great variety of communications which have reached us respecting this Institution, we select the following as a fair proof of the feeling which is abroad on the subject.

To the Editor of the United Service Journal.

DEAR EDITOR,—Notwithstanding the too generally received opinion in the literary world, that an unsolicited contribution must be weak or so, I cannot resist the temptation, and, being an admirer of your interesting periodical, herewith commence a *yarn*, an *Olla Podrida* as it were, which I much fear you will find, what the critics in the Methodist's Magazine are apt to call, more excursive than textual, "a spinning out of the thread of my verbosity finer than the staple of my argument:" be that as it may, should I find favour in your sight, I shall from time to time send you a few of my views and opinions on professional matters.

I was much delighted with the spirited leader to your eighth Number, on the subject of a United Service Museum, and now that the thing is regularly set about, nothing becomes the well-affected better, than in the first place to contribute their mite for the erection and support; in the second, to give their experience and active co-operation towards the completion of so desirable an object, and thereby convince the world, that while the rest of mankind are under way and working to windward, in a spring-tide of scientific research, our professions have not been left hull down, or at anchor, as a mark to show them how far they have got in advance. The arms of the two professions are long, Mr. Editor; they extend to the uttermost parts of the earth, and when properly directed, will succeed in raising a collection equal to any thing of the kind on its surface. In the department of natural history, what treasure might be amassed by our ships on foreign service, were the officers only to provide themselves with a few books and instruments, and set to work, zealously determined to bring home every object of interest that presented itself to their investigation. The skins of birds and other animals can be preserved by a very simple process, and set apart, ready to be classed and arranged on their arrival in London. In the preparation of all kinds of skeletons, much assistance may be had, more especially in tropical climates, by leaving the subject in the neighbourhood of an ant-hill: the little republicans will clean the bones in the most neat and elegant manner possible. Minerals, petrifactions, and every variety of the most beautiful shells and insects, are to be found on our foreign stations. In a naval point of view, specimens of every diversity of wood that clothes our planet would be curious and interesting; and a perfect collection of *skulls* of the various tribes of man, who have been sent into this breathing world, would in itself form an excellent Museum. When we take into account the contributions of our brethren of the army, we may look forward to the time when the arrival of every man-of-war will be hailed as a new accession to the wealth of our establishment. I am inclined, in the formation of a Museum, to go a little farther than to view it merely in itself. The qualities of mind necessarily evolved and fostered in the collection of materials, are, I humbly conceive, greatly to benefit the younger branches of the service. Habits of manly thought and patient investigation will be formed, producing mental enjoyment, without which

mankind generally derive their chief happiness from sensual indulgence: when disengaged from professional duties, here are pursuits equally innocent and instructive; and when on shore in foreign parts, a taste for scientific research may keep them from engaging in matters of a more equivocal nature, tending little to increase their own respectability, or that of the service. There is no adage more villanously misapplied than the celebrated one, as touching the danger of "a little learning;" it is the stumbling-block thrown in the path of youthful enthusiasm, by heavy, half-educated individuals, who, God knows! are very far from being *dangerous* in consequence of any *little learning* they may chance to possess. "Knowledge is power," and the energetic spirit that has once tasted, will not rest satisfied till it has drunk freely at the fountain. In proof of this, what an alteration has taken place in our own profession, since the peace opened to us the gates of general information, by enabling us to mingle with our fellow-men. Let us for a moment look back to the days that are gone to join the past eternity, say some twenty-five years ago, when the dynasty of sea-monsters had passed, and that of the rough-knots held imperial sway in the service; the table-talk of a ward-room or gun-room mess in those days was in itself a beautiful illustration of how few ideas are necessary to human enjoyment. The three *strands* (if I may so phrase them) of an after-dinner conversation, invariably consisted of * * * * * *, and prize-money, and promotions, twisted and laid up in every possible variety of form, to be unlaid and retwisted next day, and for years: an occasional *worming* was *hove in* by the surgeon, the purser, or the marine officer. The surgeon, having taken advantage of his situation in early life, had usually picked up about as much classical lore as one might put on a knife's point and choke a daw withal, and accordingly was qualified to lay down the law on all matters of taste and science. The purser was the politician of the mess, being a freeman of one of the forty-four Cornish boroughs: he would sit by the fire, and presume to know what was doing in the capital; he, moreover, united in his own proper person, the Jacob and the Ricardo of the community; his connection with flour and oatmeal enabling him to harangue on the corn-laws, and with short-allowance money, to take profound views of the bullion question. The marine officer having once or twice been sent into the interior on recruiting service, he there discovered how men *on shore* rode races and shot hares, and consequently claimed to play Sir Oracle on all sporting questions. The Parson (when we had one), like all unbeneficed divines, was the very Diogenes of his flock, smiling in bitterness of spirit. As for the luffs and old soundings, they usually contented themselves with ringing the changes on one or other of the three strands of the afore-mentioned edifying rope of conversation.

In addition to the various scientific subjects recommended to the study and attention of the naval part of the service, by the enlightened author of the article already alluded to, I beg leave to mention one, important in itself, and most fascinating in acquirement—the anatomy of the human body! Along with a knowledge of comparative anatomy, in the collection, preparation, and arrangement of materials for a Museum, no branch of science can possibly be more useful; and I will venture to say, that no species of information (not strictly professional) is more worthy the attention of naval officers in general; for the truth of this assertion, I appeal to any officer who was conversant with boat service during the wars, when matters were not unfrequently brought to the arbitration of the cutlass, (occasioning immediate and great loss of blood,) to say how often he has seen valuable lives lost to their country for want of a *very limited* knowledge of anatomy in those present. I speak from experience: anatomy is a much more fascinating and delightful study than even chemistry, and ten times more useful in our profession. Before concluding, I may observe, that there are numerous phenomena connected with winds, clouds, currents, the temperature of the sea on the approach to land, shoals, &c. the investigation of which might excite much curious and valuable speculation, drive away the irksome drowsiness of spirit incident to long voyages, and haply

making that recondite chronicle of events, which seems in derision to have been baptized the Log, a very interesting production. I have before me a set of experiments, which I made some years ago, on the specific gravity of sea-water, commencing on the line, and ending in 56° N. The water was drawn from under the surface, by means of an instrument made for the purpose; and I found that the quantity of salt, magnesia, and other earths, held in solution on the line, differed not only materially from the quantity held at 56°, but that the difference proceeded regularly from one degree to another. I shall send you the chemical results so far as I have gone, in hopes that some one may follow them out who has a better chance of an opportunity than is likely soon to fall to the lot of,

Thine ever,

A North Coaster.

Edinburgh, Jan. 20, 1830.

THE EDITOR'S PORTFOLIO.

War in Germany and France in 1813-14.—The Marquis of Londonderry, ever in activity, has again taken the field as an Author. An eye-witness of the transactions of the stupendous campaigns of 1813 and 1814 in Germany and France, his Lordship has connected his original and unpublished letters, addressed to his brother the late Lord Londonderry, upon the subject, into the form of a Narrative equally interesting and unaffected, as well as replete with such information as his Lordship's peculiar opportunities enabled him to acquire. We shall take an early opportunity of reviewing this long-expected performance, which we are now happy to announce.

Family Classical Library, Second Vol.—Although, if estimated by the standard of mind, the orations of Demosthenes may unquestionably claim precedence in a classical collection, yet it argued a well-founded confidence in the utility of his undertaking, on the part of the Editor of the Classical Library, to commence his work rather with the lofty flights of the Rhetorician, than with the interesting details of the Historian, or the more elegant fascinations of the Poet. In the present volume, the conclusion of Demosthenes is succeeded by the Catiline Conspiracy and Jugurthine War of Sallust, which are given in the correct version of Dr. Rose, enriched by valuable additions from the translation of Sir Henry Steuart. This volume contains beautifully executed busts of Demosthenes and Sallust; and the work, as far as it has gone, is not surpassed in use, cheapness, and elegance, by any similar publication of the day.

Dr. Lardner's Cabinet Cyclopædia — Domestic Economy.—This volume is valuable in its way, and contains a mass of curious details on subjects of which the homespun practice is more familiar than the philosophical rationale and elaborate processes into which they are here expanded. In "Domestic Economy," at least, it is not "folly to be wise."

The Athenaid, or Modern Grecians.—This little Poem, in the Beppo stanza, has merit; and the notes are interesting and intelligent. The youthful author, Mr. Henry Bradfield, we believe was one of those modern crusaders who, seduced by a very natural enthusiasm, proceeded, in the capacity of a Philhellenist, to assist the Greeks in their fitful conflict with the followers of the Crescent. However Mr. Bradfield may have sped upon his self-imposed mission as far as regards his personal prospects, he has certainly given proofs of zeal and activity, which prove him qualified for a less ungrateful or unproductive office amongst the "modern Grecians" than that of a Volunteer.

Medical Inspection.—A Medical Inspection is now in progress at all the depôt stations throughout England, for the purpose of ascertaining the actual efficiency of the men, and in order that such may be discharged, particularly those for limited service, who shall be reported, either from age or disability, unfit for active duty. The inspection north of London, as far as Fort-George in Scotland,

has been intrusted to Staff Surgeon Henry Marshall, accompanied by Colonel M'Grigor; that to the south of London, to Staff Surgeon Sir Andrew Halliday, M.D.

Commander P. P. King.—Letters from Valparaiso, dated the end of July, announce the arrival of the Adventure surveying vessel, Commander King, at that place. It seems the Adventure had left the Beagle, Commander Fitzroy, and the Adelaide Schooner, Lieut. Thomas Graves, tender to the former ship, at the entrance to the Straits of Magellan early in April, for the purpose of completing some parts of the extended survey, on which all these ships have for some time been employed, and which, from the boisterous and stormy weather they had previously met with, was not finished. The Adventure, when off Cape Horn, met with the Chanticleer, Commander Henry Foster, from which ship she parted the latter end of May, then examining the American coast upwards until her arrival at Valparaiso. The return of these ships to England is expected about August next.

Commander Foster's Scientific Voyage.—Letters from the Cape of Good Hope, dated early in December, state that the Chanticleer was nearly ready for sea, and that Commander Foster intended leaving Table Bay about the middle of that month for St. Helena. The pendulum had been swung, and a complete set of astronomical observations obtained at the Observatory. The heights of the mountains near Cape Town, by barometrical measurement, had been effected by Lieut. E. N. Kendal, who, in consequence of the illness of Commander Foster, had had the superintendence of many of the scientific experiments for which the voyage was undertaken. Commander Foster was much better, and expected to derive benefit from the trip to St. Helena. Their return to England was not expected quite so early as had been conjectured. From St. Helena, after remaining there about two months, they would proceed to Ascension Island, remain there a similar period, thence to Fernand de Noronha, Maranham, Trinidad, Para, Porto Bello, Jamaica, Cuba, Bermuda, the Western Islands, and thence to England, which it is supposed the Chanticleer will reach in about twelve months.

His Majesty's Ship Pelorus.—The report of the total loss of the Pelorus Sloop of War, Commander Quin, is untrue; but it appears by letters from Minorca that she had been aground. Great hopes were entertained that she would be able to reach Malta, for which purpose every exertion had been made. The Isis, of 50 guns, Capt. Sir Thomas Staines, was at Port Mahon for the purpose of accompanying the Pelorus.

Uniform of the Royal Marines.—The officers of the Royal Marines are ordered to comply with the regulations lately issued from the Horse Guards, relative to the dress and undress of the army, and the military cloaks are in future to be made of blue cloth only, with the uniform button and plain clasp.

Waterloo.—The Allied army in front of the village of Waterloo, (June 18, 1815) consisted of 81 battalions, 28 regiments of cavalry, and 138 pieces of artillery. Of these, 25 battalions, 15 regiments of cavalry, and 72 guns, were British; 8 battalions, 4 regiments of cavalry, and 18 pieces of artillery, belonging to the German Legion; 9 battalions, and 1 regiment of cavalry, with 12 guns, were Hanoverian; 9 battalions, 1 regiment of cavalry, and 12 pieces of ordnance, Brunswick; 22 battalions, 7 regiments of cavalry, and 24 guns, Dutch and Belgic; and three battalions of Nassau troops: making a total of 50,500 infantry, and 10,250 cavalry. A division of 4 British and 9 Hanoverian battalions, with 18 guns, were, with a corps under Prince Frederick of Orange, in front of Halki. The French force present at Waterloo may be calculated at 65,000 infantry, and 17,000 cavalry, with 250 pieces of artillery. Napoleon crossed the Sambre with 136,000 men, but from these are to be deducted Grouchy's corps of 36,000 men, exclusive of casualties. The Prussian force may be estimated at 35,000, but of these only a portion were engaged. The British had part of their pontoon train at Malines, and the remainder at Boorn, where a bridge of boats, or rather barges, had been constructed, to facilitate the communication between Brussels and Antwerp. There is no foundation in the French statement of the position of Waterloo being intrenched; there were no sappers on the field, and only the offi-

cers of engineers attached to head-quarters. According to Du Pin, 18,000 peasants and 2000 horses were employed at this time in placing the fortresses on the Belgic frontier in a state of defence, under the superintendence of English engineers. These fortresses were garrisoned by some weak British battalions, some raw Hanoverian levies, and Netherland troops, with detachments of British and Hanoverian artillery. These fortresses had been falling into decay since the year 1795, and many of them were untenable. F.

A RETURN OF THE DEATHS OF THE ARMY IN THE LEEWARD ISLANDS, FROM THE 1ST OF MARCH, 1796, TO THE END OF THE YEAR 1799.

Brig.-Gens.	Lieut.-Cols.	Majors.	Captains.	Lieutenants.	Ensigns.	Adjutants.	Quarter-Masters.	Surgeons.	Assistant Surgeons.	Non-Commissioned Officers and Privates.
2	19	12	72	109	60	11	9	14	19	14,327

Remarks.—About 187 men belonging to drafted regiments, who were left in different general hospitals in July, died in the subsequent months of 1796, and are not included in the above return. The mortality in the above year was most prevalent in St. Lucia and Grenada. The 31st regiment landed at St. Lucia 775 strong in May, by the latter end of October, it had only 16 fit for duty, and by March, 1797, had scarcely an officer or man left. The 44th, 48th, and 55th, and York Fusileers, all strong regiments in May, lost by far the greatest part of their officers and men in the same period. The 27th regiment lost at Grenada, from June 1796 to Feb. 1797, 20 officers and 516 men; the 57th lost at Grenada, in the same period, 13 officers and 605 men.

POWDER MILLS AND ESTABLISHMENT AT KASAN.—The powder manufactory at Kasan, one of the most important in Russia, was established in 1788, three versts and a half from Kasan, on the lofty shores of the Kasanka. It has a room for mixing the materials, 37 mills with cylinders, grinders of cast-iron, 4 granulating machines, 4 "stove-houses," 2 rooms for glazing and separating the powder into different qualities according to the size of the grain, 2 rooms for weighing and barreling it, 4 stone magazines, of which 2 are above and 2 under ground, also one wooden magazine for preserving it; 3 officers' residences, 25 barracks, 10 granaries, with 200 houses, one Russian chapel, and one Tatar Medched for the devotions of the workmen, and stabling for 270 horses. The iron cylinders of the mills have the form of common millstones; each cylinder weighs 200 poods (7200 lbs.); two of these cylinders have a circular motion round an axis. The beds in which these run are of cast-iron set in stone, of the ordinary height of a table, with broad wooden ledges sloping down to the centre. The machine is moved by two horses, yoked to the extremities of a horizontal beam, and walking in a circular path strewed with dung. These horses are driven by two workmen, who walk before them, and at the same time stir the mass of powder, collect and heap it up as it is flattened and spreads towards the edge. For this purpose one of them has a great wooden knife, and the other a hair broom. Both are covered from head to foot with a thick leathern coat, in which opposite the eyes are made two apertures, closed with flat glasses like spectacles, and opposite the mouth a slit covered with a band of leather, with an inclination *du haut en bas*, like the vizor of an helmet. It is thought, that if this sort of dress do not entirely defend the bodies of the workmen against accidents from explosion, at least it prevents their being materially injured. Besides, it has been endeavoured to diminish the effect of explosions, by the square shape given to the mills, the tops of which

are covered with moveable planks, that will be affected equally by an explosion. For working, 60 pounds of powder, a composition consisting of 40 pounds of saltpetre, 9 pounds of charcoal, and 6 pounds of sulphur, are placed under the cylinders. These substances having been first separately pulverized in similar mills, and then mixed, the composition is worked during five consecutive hours, and slightly moistened with water. The temperature of the atmosphere determines the quantity of water to be employed. The medium quantity is 12 pounds of water to 60 pounds of powder. After having been ground, the powder is granulated, or reduced to grains in the comman way; that is, a quantity of the bruised mass is passed with a leaden machine into sieves, five of which are moved in different directions by manual labour. The powder falls into boxes placed below to receive it. The powder, when reduced to grains, is taken to "the stove-house." This room is heated by triangular wooden billets half a fathom long: here the powder is placed in open tubs upon frames which cross each other from the bottom to the top of the hall: to keep up a uniform degree of heat suited for the powder; it is placed sometimes at the bottom, sometimes at the top of the drying-room; each time that its position is changed, the grains are stirred up. The great heat of this place obliges the workmen to dispense with clothes altogether. After the drying, which is usually completed in four or five days, the powder is put into long canvass sacks, and shaken about by two men, in order to be glazed.* It is by this manipulation the dust is separated; after that it is sifted, to receive its final polish; it is put into barrels, which hold 3 poods (108 lbs.), and rolled every fifteen days. When the establishment is in proper activity, 700 men are employed; the working is suspended during the night, and for five months of the year, on account of the great cold which freezes the water. Nevertheless, when imperative circumstances, require it, they work by the light of lanterns. The establishment can deliver 42,000 poods (1,512,000 lbs.) of powder per month. The cannon powder of Kasan gives from 65 to 80 degrees, the musket powder 75 to 90, and sporting powder from 100 to 120 degrees of strength: the saltpetre and sulphur employed here come from Moschensky; but the charcoal from the neighbourhood of Kasan; hired workmen, prepare and deliver it at the manufactory. The individuals forming this establishment are, 1 general, 1 lieutenant-colonel, 1 major, 5 superintendants, 2 sub-lieutenants, 2 master powder-makers, 200 soldiers, 500 workmen and horse-drivers; in all 712 persons.

A Tar's Reason.—Two jolly tars happened to be passing the Admiralty a short time after the appointment of the Duke of Clarence, an appointment which was hailed with the utmost joy throughout the navy:—"Hollo!" said one to the other, rolling his quid, and turning up his eyes in astonishment, "why, here's been a devil of a lot of alterations, since I clapped eyes on the old place afore! I wonder what's the reason of the Duke taking away the two *pillars* that used to stand here?" "*Pillows!*" echoed the other, "*Pillows!* why he's put them out o' commission, just by way of showing that he's no *feather-bed* tar! that's all, my bo'!"

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* From a paper by Mr. Napier on the Transactions of the Royal Irish Academy, it appears that this glazing is found to lessen the force of the powder from a fifth to a fourth, but it serves to preserve the powder from being injured by damp.—Ed.

GENERAL ORDERS, CIRCULARS, &c.

TO THE ARMY.

CIRCULAR.

War-Office, 30th Nov. 1829.

SIR,—I have the honour to acquaint you, that it has been deemed expedient for the purpose of relieving regimental Paymasters from the responsibility which attaches to them in receiving from the military chests, the total amount of the monthly estimate at the commencement of the month, to adopt arrangements, by which the funds for the service of a corps on a foreign station, may be issued to the Paymaster in such proportions, and at such periods only as may be most convenient to defray the services of the corps at the periods laid down in his Majesty's regulations.

The instructions for the preparation of the estimates on foreign stations, and the mode of drawing money from the military chest, are herewith annexed, and will take effect from the 24th of the month next ensuing after the receipt of this communication.

A copy of these instructions is also forwarded for the use of the Paymaster of the regiment under your command, which you will be pleased to deliver to him.

I have the honour to be, Sir,

Your most obedient humble servant,

H. HARDINGE.

Officer Commanding
Regiment of .

Instructions for the guidance of Commanding Officers and Paymasters in preparing regimental estimates on foreign stations, and drawing money from the military chests, referred to in the Secretary-at-War's letter, dated 30th Nov. 1829.

FORM No. 1.

The monthly estimates of a corps on a foreign station, are to be prepared in triplicate, by the Paymaster, and are to be examined and certified by the commanding officer of the regiment.

One copy is to be laid by the commanding officer of the regiment before the officer commanding on the station, in proper time before the commencement of the month for which the estimate is drawn, agreeably to such directions as may be given in this respect by the officer commanding on the station; and the officer commanding on the station, if satisfied of the propriety of the estimate, will grant a warrant, (according to the accompanying Form,) on the commissary for the amount.

One copy of the estimate is to be transmitted by the Paymaster to the principal commissariat officer on the station, in order that the latter may attach the warrant thereto, and annex the same to his accounts, as his authority for the payments to be made thereon to the Paymaster.

One copy is to be retained by the Paymaster at head-quarters.

An abstract of the estimate for the use of the agent, is to be forwarded to the Secretary-at-War, by the earliest proper opportunity after termination of each monthly period.

FORM No. 2.

The paymaster will from time to time draw upon the commissary in charge of the military chest, for such sums as he may want during the month, each draft (of which a form is herewith) being countersigned by the officer commanding the regiment, who will satisfy himself at the time that the money is wanted for immediate use, and take care that each payment on account of the estimate is duly inserted in the abstract of the estimate, which is to be transmitted at the termination of the month to the Secretary-at-War, for the use of the agent.

FORM No. 3.

Each draft with the receipt of the pay-master, will constitute the commissary's voucher (to be attached to the accounts of the latter) for each separate payment; but to enable the Commissariat Department to reclaim at the War-office the amount of the several advances to the paymasters on account of their estimates, the commissary will prepare a general monthly statement (according to the inclosed form) of his issues to the paymasters, and to which each paymaster, on the occasion of his receiving a payment, will affix his signature, as an acknowledgment to the War-Office of the advance made to him.

This general monthly statement will, on its being transmitted through the Board of Treasury to the War-office, be admitted in support of the claim for repayment of the advances made during the month to the several paymasters on the station.

The paymaster is to credit in the General state of the regimental pay list, the precise amount of the estimate authorised by the warrant, and he is to take care that this amount is drawn for within the month, so that the several payments made to him and inserted in the commissary's general monthly statement, may invariably correspond in amount with the regimental credit.

When supplementary estimates are necessary, they are to be prepared in the manner

directed for monthly estimates, and submitted to the officer commanding on the station, who, if he approve of the estimate, will issue a supplementary warrant for the amount.

FORM No. 1.

Warrant of the Officer Commanding for the issue from the military chest of the amount of the monthly estimate of the regiment of

from to

No. station and date

To Commissary General.

You are hereby authorized and directed to pay to in such proportions as money shall be required during the month for the use of the regiment, the sum of being the amount of the monthly estimate of the regiment of from to

Signature of the Officer Commanding on the Station

FORM No. 2.

DRAFT OF THE REGIMENTAL PAYMASTER, COUNTERSIGNED BY THE OFFICER COMMANDING THE REGIMENT.

Required the sum of army sterling, being on account of the authorized Monthly Estimate of the pay, &c. of from the 25th to the 24th

£ Army Sterling.

Amount of the Monthly Estimate for £

Already drawn.

£
£
£
£

Total already drawn £

Signature of the Paymaster

Date

Approved

Commanding Officer of the Regt.

RECEIPT OF THE PAYMASTER.

Received of the above sum of

Date

Signature of the Paymaster

FORM No. 3.

TO BE TRANSMITTED TO THE TREASURY.

MONTHLY ADVANCES FROM THE MILITARY CHEST FOR PAY, &c. OF REGIMENTS.

An Account of the Advances at upon the Warrants of the Officer Commanding during the Month, from the 25th to the 24th 18

Nos. of the Warrants.	Dates of the Warrants.	Names of the Paymasters to whom paid.	Corps for the use of which the Money is to be applied.	Amount. Army Rate.	When paid by the Commissary.	Signatures of the Paymasters in acknowledgment to the War-Office for the Receipt of Money.
				£		

Amounting to Army Sterling.

Station and Date

Signature of the Commissary

CIRCULAR.

War-Office, Dec. 1829.

SIR,—Adverting to the instructions for keeping the regimental records of soldiers' services, dated the 25th Nov. 1829, I have the honour to forward copies of the regimental register, and to acquaint you, that the services of the men of the regiment under your command, which have been verified before the District Courts of Enquiry, and recorded agreeably to the memoranda from this Department, dated the 4th Feb. and 2d Oct. last, addressed to the commanding officers of corps in Ireland, and to the

circular letter, dated 8th August last, addressed to the officers commanding corps in Great Britain, are to be transcribed, under your inspection, into the regimental register, in the order in which the men shall be numbered, according to the directions on that head in the 24th article of the instructions for keeping the regimental register. The soldier's place of birth, and the other required particulars, are to be inserted from the man's attestation, or from the present description book, if the attestation is not forthcoming.

When the proper entries shall have been made in the regimental register, the verified records are to be numbered to correspond with the regimental number affixed to each soldier's name, and are then to be handed over to the paymaster, who will file them in two volumes, distinct from the attestation book, continuing to record in them every variation affecting the soldier's service, and pay, in the manner directed in the 7th and 13th articles of the instructions; the verified records will thus become the documents in the paymaster's possession, for registering the services of every soldier now in the regiment, in the same manner as the services of every soldier enlisted after the 24th March, 1830, will be recorded by him in the third page of the revised form of attestation.

This form of attestation will not come into use, until the 25th March, 1830, after the Mutiny Act has been published; the old form of attestation is to be used for every soldier who may be enlisted prior to that date.

Every soldier enlisted since the verified records were completed, or who may enlist before the 25th March next, shall have his regimental number written on his attestation, according to the 2d, 3d, and 4th articles of the instructions. These attestations, in the old form, are to be kept by the paymaster, who will extract from them every particular relating to the recruit, and insert the extract in a record of the same form and size as the verified records, filing it in the same book, which will comprise the paymaster's register of the services of every soldier in the regiment, enlisted prior to the 25th March, 1830. The attestations in the new form of all soldiers enlisted after the 25th March, 1830, will be filed in the attestation book, as directed in the instructions, and for this purpose the volumes required will previously be sent to the paymaster.

The regimental registers of corps having their service companies abroad, will be completed at the head-quarters of the reserve companies, when the services of the men abroad shall have been verified; in the interval, the variations affecting the service and pay of soldiers with the reserve companies will continue to be inserted in the form of record now in use, and no soldier is to be numbered, until the services of every man in the regiment, at home and abroad, shall have been verified and balanced up to the 31st Dec. 1828.

The acting paymaster of the reserve companies will not be required to keep any records, until the verified records and attestations shall have been handed over to him on the completion of the regimental register, except in the case of men enlisted after the 24th March, 1830, whose attestations are to be kept by him conformably to the instructions.

When the regimental register is completed according to the instructions, a report will be made to me; and as the register on any point requiring a reference, may be directed to be sent to the War-office by return of post, commanding officers will pay particular attention to the 13th article of the instructions requiring that the register should be periodically completed, in every particular, once in each quarter.

Regiments abroad having no reserve companies at home, will receive separate directions.

I have the honour to be, Sir,
Your most obedient humble servant,
H. HARDINGE.

Officer commanding
regiment of

CIRCULAR.

War-Office, Dec. 1829.

SIR,—As it appears by the proceedings of the Court of Enquiry, which assembled in Ireland in the course of last year, for the investigation of the records and contingent allowances of the
regiment of that certain non-commissioned officers and soldiers, now effective, have received undue credit for service by errors and frauds inserted in the regimental description books and other documents, by which discreditable means they have received additional pay, to which they were not entitled; I have to signify to you His Majesty's pleasure, that the sums overissued be refunded, and credited to the public account in the regimental pay list, at the rate and according to the decision given on each individual case, in the accompanying list.

You will not fail to report to me, as soon as these re-payments shall have been made.

I have the honour to be, Sir,
Your most obedient humble servant,
H. HARDINGE.

Officer commanding
regiment of

PARLIAMENTARY PAPERS.

NAVY ESTIMATES FOR THE YEAR 1830.

Navy Office, Dec. 31, 1829.

I. An Estimate of the Charge of Wages and Victuals, for twenty-nine thousand men, including nine thousand Royal Marines, to serve in his Majesty's Fleet; for thirteen lunar months, commencing the 1st day of January, 1830.

For the wages of twenty-nine thousand men, at two pounds twelve shillings a man, a month	£980,200	0	0	
For the victuals of the said men, at one pound twelve shillings a man, a month	603,200	0	0	
				£1,583,400 0 0

II. Abstract of the Navy and Victualling Ordinary Estimates for the Year 1830.

PART THE FIRST.

Containing the Salaries and Contingent Expenses of the Public Departments in London, and other Naval Establishments; of the Wages to Artificers and Labourers employed in his Majesty's Yards at Home and Abroad; of the Charge for Timber and all other Materials for the Building, Repair, and Fitting of his Majesty's Ships, &c.; of the Charge for Pilotage, and other Contingencies; and of the Wages and Victuals to Officers, Shipkeepers, and Men, serving on board Vessels in Ordinary, distinguished under the following Heads:—

1. Public Departments	£180,017	11	7	
2. His Majesty's Yards at Home	137,460	10	8	
3. Wages to Artificers and Labourers employed in his Majesty's Yards at Home	458,720	0	0	
4. Charge for Timber and all other Materials for the building, repair, and fitting of his Majesty's Ships, &c. (after abating 104,000*l.* received for Old Stores in 1829)	680,000	0	0	
5. Charge for Pilotage, Salvage, Bounty for Slaves, maintenance of distressed Seamen, Exchequer Fees, and other Contingencies	75,000	0	0	
6. His Majesty's Yards Abroad	66,494	15	3	
7. Victualling Yards (after abating 8896*l.* received for Old Stores in 1829)	61,038	5	0	
8. Medical Establishments, Salaries, and Contingencies	64,026	7	6	
9. Royal Naval College, and School of Naval Architecture	845	8	3	
10. Wages, Allowances, and Victuals of Officers and Men belonging to Ships in Ordinary	105,834	0	4	
11. Hired Packets	27,870	0	0	
				1,857,306 18 7

PART THE SECOND.

Containing the Half-Pay, Superannuations, and Pensions, granted to Officers of his Majesty's Navy, their Widows, and Relatives, &c.

1. Half-Pay to Flag Officers, &c.	£854,000	0	0	
2. Superannuations and Pensions to Officers, their Widows, &c.	296,963	17	9	
3. Bounty to Chaplains	1,500	0	0	
4. Greenwich Hospital	270,000	0	0	
				1,421,563 17 9

PART THE THIRD.

Containing the Superannuations and Pensions to Commissioners, Secretaries, Clerks, &c. to the Officers, Artificers, &c. of the Dock-yards; and of Allowances in lieu of Half-Pay to Naval Officers formerly employed in the Naval Departments				174,584 9 4
Total				£3,453,455 5 8

Abstract.

For Repairs and Improvements in the Yards, &c.	99,000
For Army Provisions	210,000
For Transports	250,000
	£559,000

Abstract of the Navy Estimates for the Year 1830.

I. Wages and Victuals for 29,000 men	1,583,400	0	0	
II. Ordinary Estimate (after abating 104,000*l.* for Navy, and 8896*l.* for Victualling, Old Stores, received in 1829)	3,453,455	5	8	
III. Extra Estimate	559,000	0	0	
				£5,595,855 5 8

ABSTRACT OF THE ESTIMATES OF ARMY SERVICES FOR THE YEAR 1830.

SERVICES.	NUMBERS. Horses.	Rank and File.	Total, including Officers and Privates.	CHARGE. Great Britain. £ s. d.	Ireland. £ s. d.	Total. £ s. d.	£ s. d.
	No.	No.	No.				
1.—Land Forces (exclusive of India)	6,014	78,282	88,848	2,110,278 12 0	905,054 10 7	3,015,333 2 7	
2.—Staff (exclusive of India)	. .	. .	. .	84,393 15 2	24,953 16 2	109,347 11 4	
3.—Public Departments	. .	. .	. .	104,370 18 9	2,159 16 6	106,530 15 3	
4.—Medicines	. .	. .	. .	10,800 0 0	3,620 0 0	14,420 0 0	
5.—Volunteer Corps	. .	. .	. .	42,804 9 2	17,807 18 11	60,612 8 1	
6.—Regiments in the East India Company's Territories	2,804	17,312	19,719	706,997 9 9	. .	. .	3,306,243 17 3
And the Troops and Companies and Depôts at Home	. .	192	436				709,997 9 9
7.—Royal Military College	. .	. .	. .	7,656 19 6	. .	7,656 19 6	
8.—Army Pay of General Officers	. .	. .	. .	126,000 0 0	. .	126,000 0 0	
9.—Garrisons	. .	. .	. .	31,192 17 8	5,476 10 0	36,669 7 8	
10.—Full-pay of Retired Officers	. .	. .	. .	104,000 0 0	. .	104,000 0 0	
11.—Half-pay and Military Allowances	. .	. .	. .	720,859 12 10	. .	720,859 12 10	
12.—Foreign Half-pay	. .	. .	. .	94,900 0 0	. .	94,900 0 0	
13.—In-Pensioners of Chelsea and Kilmainham Hospitals	. .	. .	. .	34,520 1 6	3,165 19 7	47,686 1 1	
14.—Out-Pensioners of Chelsea Hospital	. .	. .	. .	1,241,601 17 8	. .	1,241,601 17 8	
15.—Royal Military Asylum	. .	. .	. .	20,986 13 3	. .	20,986 13 3	
16.—Widows' Pensions	. .	. .	. .	145,267 0 0	. .	145,267 0 0	
17.—Compassionate List, Bounty Warrants, and Pensions for Wounds	. .	. .	. .	185,036 0 0	. .	185,036 0 0	
18.—Superannuation Allowances	. .	. .	. .	48,710 18 9	5,493 19 4	54,204 18 1	
19.—Exchequer Fees	. .	. .	. .	32,000 0 0	. .	32,000 0 0	2,816,868 10 1
Total	8,818	95,786	109,003	5,852,377 6 0	977,732 11 1	. .	6,830,109 17 1
Deduct—The Number of Horses and Men of Regiments in India, and Charges of ditto in India, and the Troops and Companies at Home	2,804	17,312	19,719	706,997 9 9	. .	. .	706,997 9 9
Remain—The Numbers and Charges for the Year 1830	6,014	78,474	89,284	5,145,379 16 3	77,732 11 1	. .	6,123,112 7 4

War-Office, 10th Feb. 1830.

H. HARDINGE.

The Estimates for the year 1830 were brought forward by the Chancellor of the Exchequer, in the House of Commons, on the 19th of February. After reminding the House that the Estimates of last year were less than those of the previous one by 200,000*l.*, and those of the year 1828 less than those of 1827 by 500,000*l.*, he proceeded to state that, the reductions for the current year would also be considerable, and upon the whole expenditure would exceed one million, under the following heads.

Army, ordinary expenses, reduction,	£	213,000
—— extraordinary ditto,	,,	150,000
Militia	,,	64,000
Commissariat	,,	25,000
Ordnance	,,	29,000
Navy, &c.	,,	273,000
Miscellaneous	,,	276,000
Treasury Department . .	,,	50,000

A discussion ensued, excited by some observations from Mr. Hume, on the necessity of further reductions in our Military Establishments: after which, the House resolved itself into a Committee of Supply, and Sir Henry Hardinge proceeded to state the Army Estimates. He specified reductions in the number of Staff-Officers and of Medical Staff-Officers in the Military Establishments, on the retired full-pay, and on the half-pay. The Pension list, too, had been materially reduced, and was placed on a better footing. There had been some reductions, also, in the number of men employed on home service, while the Colonial force was not greater than it had been in 1792, though the proximity of Jamaica to St. Domingo, with its black population, might perhaps have warranted an augmentation. On the subject of the reductions which had been effected in the pension list, he took occasion to pay an eloquent compliment to Mr. Francis Moore (brother to the late lamented Sir John Moore), who, though his fortune was extremly moderate, had voluntarily resigned 800*l.* out of a pension of 1800*l.* per annum, which had been granted to him in consideration of his brother's services, because his income was spent out of the country. In conclusion, he stated, that the saving on the present year would amount to 213,000*l.*, which, he submitted was as large an amount of saving as the circumstances of the service would allow. An amendment was proposed by Colonel Davies, "That the grant for troops should be made only to the 25th of May, 1830, instead of to the 25th December, 1830," which was negatived by 225 to 93. Another amendment, proposed by Mr. Hume, for a reduction of 5000 men, was negatived by 167 to 57. The original resolution was then agreed to.

On Monday, the 22d February, farther progress was made in the Estimates, and after some opposition offered by Mr. Hume, Colonel Davies, and a few other members, they were all passed by large majorities.

MONTHLY NAVAL REGISTER.

ARRIVALS AND SAILINGS.

January 19. PORTSMOUTH.—Arrived H. M. C. Sparrow, Lieut. Moffat.

20. PORTSMOUTH.—Arrived H. M. C. Arrow, Lieut. Thrackstone.

SHEERNESS.—Arrived H. M. C. Swan, Lieut. Goldie.

21. PORTSMOUTH.—Sailed H. M. C. Snipe, Lieut. Purcell; and H. M. C. Highflyer.

SHEERNESS.—Sailed H. M. S. Winchester, (52), Capt. F. W. Austen, C. B.; and H. M. C. Swan, Lieut. Goldie.

22. PORTSMOUTH.—Arrived H. M. C. Raven.

PLYMOUTH.—Arrived H. M. C. Leveret, Lieut. Worth.

FALMOUTH.—Arrived H. M. P. Marlborough, J. Bull, from Lisbon. Left 10th January.

23. SHEERNESS.—Arrived H. M. C. Surly, Lieut. Usherwood.

FALMOUTH.—Sailed H. M. P. Stanmer, R. S. Sutton, for Lisbon; H. M. P. Skylark, Lieut. Peters, for Rio Janeiro; and H. M. P. Bramble, Lieut. Haswell, having returned from Lisbon, which place she left on the 17th. Arrived H. M. P. Lyra, Lieut. St. John, from Buenos Ayres. Left on the 14th, and Monte-Video on 18th December.

PLYMOUTH.—Sailed H. M. C. Leveret, Lieut. Worth.

24. PORTSMOUTH. — Sailed the Diligence Transport.

FALMOUTH.—Sailed H. M. P. Lord Melville, Lieut. Webbe, for Jamaica; and H. M. C. Royalist, Lieut. Nash.

CORK.—Arrived H. M. S. Nimrod, (20), Com. Radford; and H. M. S. Orestes, (18), Com. J. Reynolds.

25. PORTSMOUTH.—Arrived H. M. C. Cracker, Lieut. Roepel; and H. M. C. Starling, Lieut. Harrison.

PLYMOUTH.—Arrived H. M. S. Britomart, (10), Com. E. J. Johnson, and H. M. S. Royalist, Lieut. Nash. Arrived the Diligence Transport, and H. M. S. Onyx, Lieut. Deceurdœux, from Malta.

FALMOUTH.—Sailed H. M. P. Sphynx, Lieut. Passingham, for the West Indies.

26. PORTSMOUTH.—Arrived H. M. C. Highflyer. Sailed H. M. C. Arrow, Lieut. Thrackstone, and H. M. Steam Vessel, Echo, Lieut. Bissett.

PLYMOUTH.—Sailed H. M. S. Royalist, Lieut. Nash.

27. PORTSMOUTH.— Arrived H. M. S. Winchester, (52), Capt. F. W. Austen, C. B. Sailed H. M. C. Cracker, Lieut. Roepel, H. M. C. Raven, and H. M. C. Sylvia, Lieut. Morgan.

SHEERNESS.—Sailed H. M. C. Linnet, Lieut. Gayton.

PLYMOUTH.—Sailed H. M. S. Britomart, (10), Com. Johnson, H. M. C. Vigilant, Lieut. Loney, and Onyx Transport, Lieut. Deceurdœux.

28. PORTSMOUTH. — Arrived the Supply Transport.

29. PORTSMOUTH.—Sailed H. M. C. Sparrow, Lieut. Moffatt.

CORK.—Sailed H. M. S. Nimrod, (20), Com. S. Radford.

SHEERNESS.—Arrived H. M. C. Hope, Lieut. Newton.

30. PORTSMOUTH.—Arrived the Onyx Transport, Lieut. Deceurdœux.

SHEERNESS.—Sailed H. M. C. Hope, Lieut. Newton.

PLYMOUTH.—Arrived H. M. C. Sparrow, Lieut. Moffatt.

February 1. PORTSMOUTH.—Arrived H. M. C.

Arrow, Lieut. Thrackstone, H. M. Steam-Vessel, Echo, Lieut. Bissett, and H. M. C. Highflyer.

PLYMOUTH.—Sailed H. M. C. Sparrow, Lieut. Moffat, and H. M. Steam Vessel, Meteor, Lieut. Symons.

2. PLYMOUTH.—Put back H. M. C. Sparrow, Lieut. Moffatt. Sailed H. M. K. Vigilant, Lieut. Loney.

CORK.—Sailed H. M. C. Speedy, Lieut. J. B. Cragg.

3. PLYMOUTH.—Arrived H. M. S. Pandora, (18), Com. Hon. J. F. Gordon, from the East Indies. Left Trincomalee 3d Sept., Madras 22d Sept., and Ascension 15th Dec.

4. PLYMOUTH.—H. M. S. Pandora was taken into Hamoaze.

5. PLYMOUTH.—Arrived H. M. C. Speedy, Lieut. J. B. Cragg. Sailed H. M. C. Swallow, Lieut. J. Moffatt.

FALMOUTH.—Arrived H. M. P. Princess Elizabeth, Lieut. E. Scott, from the Brazils. Left Rio on 3d December. Sailed H. M. Steam Vessel, Meteor, Lieut. W. H. Symons, with the Mails for Cadiz, Gibraltar, Corfu, and the East Indies. The latter to be landed at Alexandria.

6. FALMOUTH.—Sailed H. M. K. Vigilant, Lieut. Loney, for Lisbon, H. M. P. Swallow, Lieut. Baldock, for the Brazils, H. M. P. Plover, Lieut. Downey, for Jamaica, and H. M. P. Renard, Lieut. Dunsford, for Halifax.

CORK.—Arrived H. M. S. Pearl, (20), Com. Blake, and H. M. S. Nimrod, (20), Com. Radford.

7. PORTSMOUTH.—Arrived H. M. C. Sparrow, Lieut. Moffatt. Sailed H. M. C. Starling, Lieut. Harrison.

PLYMOUTH.—Arrived H. M. S. Britomart, (10), Com. Johnson.

FALMOUTH.—Put back H. M. P. Plover, Lieut. Downey, and H. M. K. Vigilant, Lieut. Loney. Arrived H. M. P. Magnet, J. Porteous, from Lisbon, left 24th January. Arrived H. M. P. Nocton, J. Morphew, from the West Indies. Left St. Thomas' 12th Dec. and H. M. P. Osborne, Lieut. Leslie, from Carthagena. Sailed 5th December, Jamaica 23rd, and Crooked Island 30th.

8. FALMOUTH.—Sailed H. M. K. Vigilant, Lieut. Loney, for Lisbon, and H. M. P. Plover, Lieut. Downey, for the West Indies.

PORTSMOUTH.—Sailed H. M. Bomb, Onyx, Lieut. Boteler.

9. PLYMOUTH.—Arrived H. M. Bomb, Royalist, Lieut. Nash.

FALMOUTH.—Arrived H. M. P. Sandwich, A. Schuyler, from Lisbon. Left 21st January. H. M. P. Frolic, Lieut. Green, from Carthagena. Left 21st December, Crooked Island 14th January. H. M. P. Eclipse, Lieut. Griffin, from Brazil. Left Pernambuco 21st November, Bahia 26th November, and Rio 20th December.

10. FALMOUTH.—Arrived H. M. P. Sheldrake, Lieut. Ede, from the Leeward Islands. Left St. Thomas' on 9th January.

11. SHEERNESS.—Arrived H. M. S. Alligator, (28), Capt. C. P. Yorke.

PLYMOUTH.—Sailed H. M. C. Speedy, Lieut. Cragg. Arrived H. M. P. Leveret, Lieut. Worth.

12. PORTSMOUTH.—Arrived H. M. C. Snipe, Lieut. Purcell. Sailed the Amphitrite Transport, Lieut. Cooley.

SHEERNESS.—Sailed H. M. S. Talavera (74), Capt. H. Pigot, for the Downs. Sailed H. M. S. Childers (18), Com. R. Deans.

13. PORTSMOUTH.—Sailed H. M. S. Winchester (52), Capt. F. W. Austen, C.B. with the flag of Vice-Admiral E. G. Colpoys, for West Indies.

SHEERNESS.—Sailed H. M. C. Swan, Lieut. Goldie.

FALMOUTH.—Sailed H. M. P. Magnet, J. Porteous, for Lisbon.

14. DOWNS.—Arrived H. M. S. Talavera (74), Capt. H. Pigot.

15. PORTSMOUTH.—Arrived H. M. C. Highflyer, and H. M. C. Arrow, Lieut. Thrackstone.

FALMOUTH.—Arrived the Amity Transport, from Barbadoes.

16. PORTSMOUTH.—Arrived the Industry Transport, and H. M. Steam-Vessel Echo, Lieut. Bissett.

17. PORTSMOUTH.—Sailed H. M. C. Arrow, Lieut. Thrackstone; Sparrow, Lieut. Moffat; and Supply Transport.

DOWNS.—Sailed H. M. S. Ramillies, for Sheerness.

MISCELLANEOUS.

On the 29th of January, Vice-Admiral E. G. Colpoys hoisted his flag on board H. M. S. Winchester, (52) Capt. F. W. Austen, C.B. at Spithead, and sailed on the 13th for Barbadoes, to relieve Vice-Admiral Hon. C. E. Fleeming, in the command of the West India Station.

His Majesty's Ship, Java, Capt. W. F. Carrol, C.B. (lately returned from the East Indies, with the flag of Rear-Admiral W. Hall Gage,) was paid off into ordinary at Portsmouth on the 28th Jan. It is gratifying to observe the great degree of cordiality which was evinced among all classes of the officers on this occasion. The pleasure of returning to England after a long absence, seemed to be alloyed only by the consequent separation.

By private accounts from the Mediterranean, we ascertain that the reported loss of His Majesty's Ship Pelorus, was founded on her striking on a sunken rock while going into Mahon, from which she was got off, but not without having sustained some injury.

His Majesty's Sloop, Pandora, (18) Com. Hon. J. F. Gordon, was paid off at Plymouth, on the 18th Feb. after a period of service in the East Indies of nearly five years. She was taken out in the latter part of 1825, by Com. W. C. Jervoise.

His Majesty's Ship, Thalia, pierced for 46 guns, was launched at Chatham on the 12th of January.

His Majesty's Cutter, Starling, has been fitted as a Tender, to His Majesty's Ship, Ganges, at Portsmouth.

Some experiments are about to be made at Woolwich, on firing Ships' guns by percussion.

A Machine to answer the purpose of a Perpetual Log for measuring a ship's way through the water, has been invented by a Miller of Canterbury. This is still a desideratum among seamen, Massey's Log being very liable to injury and derangement from constant use, and we hope the present invention will be found to answer the intended purpose.

A new arrangement has been ordered to be made in the officers' cabins of line-of-battle ships, by which that of the junior lieutenant is in future

to be in the fore-cockpit. On the starboard side are those of the junior lieutenant of Marines, the carpenter, and gunner; on the larboard, those of the junior lieutenant, the second-master, and boatswain. The gunner's cabin, which was formerly a midships, will in future be added to the sail-room.

The naval establishment at the Island of Ascension is about to be increased. The climate and situation of this island having been found healthy, and highly favourable to vegetable production, it will afford a most desirable rendezvous for our men-of-war, where those supplies will be plentifully found which are so necessary to seamen. Considerable alterations and improvements in the harbour are consequently in meditation.

The first adoption of steam in the conveyance of the foreign post-office mail has taken place. H. M. Steam-Vessel Meteor, Lieut. W. H. Symons, left Falmouth on the 5th of Feb. for the Mediterranean. We look on this as an era in steam navigation, which bids fair to introduce its more general adoption for the purposes of Government.

The following naval officers are at present attending lectures at the Royal Naval College, Portsmouth:—Captains, W. Hendry, F. W. Pennel, Hon. W. Wellesley; Commanders, J. Mac A. Low, H. D. Trotter, G. B. Maxwell, S. Smyth, J. W. Pritchard, R. Smart, R. Meredith, R. Craigie, J. Hindmarsh; Lieutenants, J. Sabben, J. M'Namara, J. Wright, A. Reid, J. Sibly, J. A. W. Hill, B. Westropp, A Miles, D. Mosbery, H. Atkinson, J. Rogers.

The following Midshipmen passed their examination as candidates for Lieutenants on the 8th of Feb.:—A. T. Goldie, W. Lilley, C. H. Hamilton, H. J. Robins, E. Stopford, J. A. A. Riddell, J. R. Milford, R. N. Hammond, Hon. T. R. Keppel, R. J. Turner, J. G. Harrison.

His Majesty's Ships Ceres, at Sheerness, and Cephalus at Plymouth, have been condemned and taken into dock for the purpose of being broken up.

By accounts from Rio Janeiro, dated in the latter part of Nov. his Majesty's Ships Adventure and Beagle were surveying the Island of Chiloe. The Tribune at Monte Video, shortly going to the Pacific. Cadmus in the River Plate. Warspite, Seringapatam, and Lightning, at Rio Janeiro. Alert and Thetis cruising. Sapphire at San Blas. Forte at Callao. Heron at Valparaiso, collecting freight to return home.

His Majesty's Ship Talavera (74), Capt. H. Pigot, has arrived in the Downs, to supply the place of the Ramillies, it being necessary to remove the latter for repairs. The Ramillies took the place of the Severn about seven years ago. She is said to be in a very bad condition, and will in all probability be broken up.

PROMOTIONS.

CAPTAINS.

Bowyer, H. B.
Burgess, S.
Hope, D.
Morier, W.

COMMANDERS.

Baker, T.
Erskine, J. E.
Fitzgerald, C.

LIEUTENANTS.

Blair, F.
Chambers, W. W.
Jenkin, C.
Marsh, J.
Strong, J. T.

SURGEONS.

Folds, W.
Verling, B.

APPOINTMENTS.

ADMIRAL.

Colpoys, E. G. — West Indies.

CAPTAINS.

Burgess, S. — Warspite.
Warren, S. — Resident Agent, Deptford.

COMMANDERS.

Baker, T. — Warspite.
Copeland, R. — Mastiff.
Erskine, J. E. — Arachne.
Fitzgerald, C. — Alert.
Frankland, E. A. — Despatch.
Galloway, J. — Out-Pension of Greenwich Hospital.
Love, W. — Out-Pension of Greenwich Hospital.

LIEUTENANTS.

Blackwood, F. P. — Alligator.
Blisset, C. C. — Talavera.
Blair, F. (flag) — Warspite.
Chambers, W. W. — Arachne.
Cooling, W. J. — Mastiff.
Edwards, N. F. — Meteor.
Goddard, H. W. — Talavera.
Hibbs, R. J. — Out-Pension, Greenwich.
Hookey, J. — Magnificent.
Jenkin, C. — Barham.
Keppel, Hon. H. — Galatea.
Louis, W. — Grasshopper.
Marsh, J. — Warspite.
Monckton, Hon. A. W. — Barham.
Saumarez, D. — Ariadne.
Seppings, E. H. — Ranger.
Shortland, W. — Ranger.
Strong, J. T. — Forte.
Young, H. B. — Shannon.

MASTER.

Rose, J. — Arrow.

SURGEONS.

Gourley, R. — Shannon.
Morrison, A. — Rose.
Verling, B. — Victor.

ASSISTANT-SURGEONS.

Baildon, W. — Woolwich Dock-yard.
Brown, J. — Pembroke Dock-yard.
Ferrower, J. — Renard.
Kirk, J. — St. Vincent.
M'William, J. O. — Sparrow.
Ritchie, G. — Victory.
Stiell, J. — Nimrod.

PURSER.

M'Knight, T. — Trinculo.

MARINES.—FIRST LIEUTENANTS.

Alexander, J. A. — Shannon.
White, W. — North Star.

SECOND LIEUTENANTS.

Davidson, J. H.
Heriot, W. M. — Magnificent.
Wright, J. H. — Madagascar.

	Principal Staff at Head-Quarters.	Principal Commanders-in-Chief, and Governors abroad.
1800. War with France, Spain, and Holland.	Secretary-at-War. — Right Hon. W. Windham. Captain-General and Commander-in-Chief, Field-Marshal H. R. H. the Duke of York, K.G. Adjutant-General. — Colonel Harry Calvert. Quarter-Master-General.—Lieut.-Gen. David Dundas. Master-General of the Ordnance.—Gen. Marquis Cornwallis, K. G. Lieut.-General of the Ordnance.—Gen. Hon. Sir W. Howe, K. B.	East Indies.— Lieut.-Gen. Sir Alured Clarke, K.B. North America.— Gen. H. R. H. Duke of Kent, K.G.* Lieut.-Gen. Henry Bowyer, from 13th April. Jamaica and its Dependencies.—Lieut.-Gen. Earl Balcarras. Leeward Islands.— Lieut.-Gen. Thomas Trigge. Mediterranean.—Lieut.-Gen. Sir Ralph Abercrombie, K.B. Minorca.— Lieut.-Gen. the Hon. Sir Charles Stuart, K.B. Cape of Good Hope.— Sir George Yonge, Bart. K.B. Gibraltar.—Gen. Charles O'Hara. On a Particular Service.†— Lieut.-Gen. Sir James Pulteney, Bart. Ditto.‡— Major-Gen. Hon. Thomas Maitland.

Total Number of Troops maintained by the Country, including Militia, Fencibles, and the India Forces 216,084
Expense of ditto, ditto . . . . . £ 9,335,453 8s. 2d.

DISTRIBUTION OF THE REGULAR FORCES.

Great Britain, Jersey, Guernsey, and Alderney	80,275
Plantations, including Gibraltar, Portugal, Minorca, and other Stations in the Mediterranean, Cape of Good Hope, and New South Wales	37,401
East Indies (four regiments of Light Dragoons and sixteen regiments of Foot) .	24,192

DISTRIBUTION OF THE EFFECTIVES OF THE ARMY IN IRELAND.

	Field Officers.	Captains.	Subal-terns.	Staff.	Quartermasters, Trumpeters, and Drummers.	Serjeants,	Rank and File.
Cavalry	31	50	105	30	264		3889
Infantry	148	343	918	194	2647		24,067

Embodied Militia—South Britain	36,621
Ditto—North Britain	7062
Cornwall and Devon Miners	937
Fencible Infantry	10,637
Fencible Cavalry	8163 §
Embodied Provisional Cavalry	2023

Recruited	17,124—Total from 1793 to 1800 inclusive,		208,388
Discharged on account of wounds . . .	4321—Ditto	ditto	75,910
Killed or died in the service	1544—Ditto	ditto	48,071

Foreign Corps 13,076
Expense of ditto . . . . . £471,128 12s. 3d.

* As a public testimony of his Royal Highness's conduct in North America, the Legislative Assembly unanimously voted five hundred guineas for the purchase of a diamond star, to be presented to the Duke of Kent, as a mark of their affection and respect for his person and character.

† Ferrol, &c.

‡ Quiberon Bay and the Coast of France, but afterwards united to Sir James Pulteney's force.

§ In this year seventeen hundred men of the Fencible Cavalry entered the Regular Cavalry regiments of the army.

MILITARY ACHIEVEMENTS AND OCCURRENCES, AND CHRONOLOGICAL EVENTS OF THE ARMY.

February 13. A message was delivered from his Majesty to Parliament respecting the employment of German troops instead of Russians.

May. The force under the command of Major-Gen. the Hon. Thomas Maitland, assembled near the island of Houat, off Bretagne, for the purpose of attacking Belleisle.

June. A diversion in favour of the Chouans, made by a British squadron of seven sail of the line and five frigates, under Sir Edward Pellew, and a detachment of troops under Major-Gen. Thomas Maitland, in Quiberon Bay.—4. The Volunteer corps in London and its immediate vicinity, amounting to 12,000 men, reviewed by the King in Hyde Park.

August. A fleet, under the command of Adm. Sir John Borlase Warren, with a military force, under Lieut.-Gen. Sir James Pulteney, set sail on a secret expedition. One object of this was, the conquest of Belleisle, but the strong works that had been provided for the defence of that island, discouraged the attempt. The armament, therefore, proceeded to the coast of Spain.—21. Major-Gen. the Hon. Thomas Maitland's force joined the force under Lieut.-Gen. Sir James Pulteney, and the expedition sailed for Ferrol. The land-forces now consisted of 11,500 men, independent of sailors and marines, with sixteen pieces of cannon.—25. A disembarkation* was effected without opposition, but a slight skirmish afterwards took place with the enemy, on which occasion the Hon. Lieut.-Col. Stewart, 67th Foot, was wounded.—26. A considerable body of the enemy was driven back by Major-Gen. the Earl of Cavan's brigade, and the British remained in complete possession of the heights which overlook the town and harbour. "The strength of the enemy, the difficulties which presented themselves, and the risk attendant on failure on one hand, with the prospect of success and the advantage to be derived from it on the other," (DISPATCH,) determined Sir James to re-embark the troops. The following corps suffered on this service:—2d Battalion Royals; 23d; 27th; 52d, 1st and 2d Battalions; 54th, 2d Battalion; 63d; Rifle Corps.

September 3. The tranquillity of Mysore being threatened by the incursions of Doondia Waugh, Col. Wellesley (now Duke of Wellington) was called from his government of Seringapatam to take the command of a force against that freebooter. He accordingly took the field on this day, and after much skirmishing, Doondia retired on the 10th to a strong position called Conaghull. Here he made a stand, and Col. Wellesley having pursued him with his Cavalry, leaving his Infantry far behind in the rear, he suddenly found himself in front of him with a very unequal force. The enemy amounted to 5000, and Col. Wellesley's little band consisted of the 19th and 25th Light Dragoons, and the 1st and 2d regiments of Native Cavalry. At this critical moment, aware that it would be in vain to wait the coming up of the Infantry, and so arranging his operations that Doondia could not bring all his superiority of numbers to bear at once, the Colonel rushed onwards to the assault. The intrepidity of the British soldiers signally manifested itself. After a sharp conflict, the enemy fell back in confusion: Doondia himself was among the slain, and the remains of his army were dispersed in small parties over the country. Part of the enemy's baggage still remained in his camp about three miles from Conaghull, to which Col. Wellesley returned and obtained possession of all the elephants, camels, &c. The death of Doondia, and the complete dispersion of his troops, once more restored peace to India.—5. The fortress of La Valette, Malta, with all its Dependencies, surrendered to Major-Gen. H. Pigot, after sustaining a blockade of two years.† "During the short time that you were here you must have been sensible of the great exertions which Brig.-Gen. Graham‡ (now Lord Lynedoch) must have made with the limited force he had, previous to my arrival with a reinforcement: he has ever since continued these exertions; and I consider that the surrender of the place has been accelerated by the decision of his conduct, in preventing any more inhabitants from coming out of the fortress a short time before I came here. He was sent to negotiate the terms of capitulation with Gen. Vaubois, and I am

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* The army were rapidly landed under the immediate superintendence of Commodore Sir Edward Pellew, now Lord Exmouth, who as rapidly re-embarked them on the following evening.

† The Governor-Gen. Vaubois, alarmed at increasing difficulties, called a council of war, in which it was determined, that as only bread remained for the support of the garrison, which had no hope of succour, no disgrace could be incurred by a surrender.

‡ Col. Graham, with the local rank of Brigadier-General, besieged the island of Malta, having under his command the 30th and 89th regiments, and some corps embodied under his immediate direction. This celebrated island, once the bulwark of Christendom against Ottoman barbarism and power, the key of Egypt and the Levant, was basely yielded up to the French in 1793, by its degenerate masters. The British Government, wisely resolving to wrest from the French a maritime station of such importance, and more particularly when their views upon India, through Egypt, became so manifest; but aware that its garrison were unlike the modern Knights of Malta, and considering the prodigious strength of its works, commanded a blockade as the only effectual and most humane method to pursue. Accordingly, the British force above-mentioned appeared before Malta in the month of September 1798. The French garrison held out and maintained possession till September 1800, when after a siege, or more properly speaking, a blockade, of two years, it surrendered. Major-Gen. Pigot having arrived a short time previous to its capitulation, the honour of transmitting an account of the success of the British arms devolved upon him.

much indebted to him for his assistance in that business."—EXTRACT FROM MAJOR-GEN. PIGOT'S DISPATCH TO GEN. SIR R. ABERCROMBIE.

October 3. A British fleet, under the command of Admiral Lord Keith, having on board a force, under Lieut.-Gen. Sir Ralph Abercrombie, sailed from Gibraltar.—5. Anchored near Cadiz.—6. The Artillery and one division of the troops assembled in the boats in readiness to land, and which would have been effected, but for intelligence that a pestilential disorder raged throughout the city.—7. The fleet sailed with the army for the Mediterranean, and after refreshing at Malta, and remaining nine weeks in Marmora Bay, in Asia Minor, proceeded to Aboukir Bay, Egypt.*

November. Confederation between Russia, Prussia, Sweden, and Denmark.

Towards the close of this year the Governor-General of India, Marquis Wellesley, ordered a division of the Indian army to embark for Egypt, under the command of Major-Gen. Sir David Baird, for the purpose of co-operation with the army sent from England, in the attack of the French forces on the banks of the Nile. These troops disembarked at the Port of Cosseir, in the Red Sea, passed the Desert, and joined the British army on the shores of the Mediterranean.

A British force had for three years been stationed in Portugal for the purpose of preventing an invasion by the French or Spaniards: but this service now terminated by the expedition to Egypt, the regiments embarking from Lisbon.—The Egyptian campaign will appear in our Annals of 1801.

OBITUARY, 1799.

March. The Hon. Colonel Rawdon, M.P. brother to the Earl of Moira.
May. Lieut.-Gen. Anthony John Martin, Colonel 51st Foot.
September. Gen. Russel Manners, Colonel 26th Light Dragoons.
Lieut.-Gen. John Maunsell.
Lieut.-Gen. Forbes Macbean, Colonel-Commandant Battalion of Invalid Artillery.

ADDENDA TO THE NOTE AT PAGE 257 OF OUR LAST, ON THE DISBANDMENT OF THE FIFTH DRAGOONS.

As a farther testimony respecting this corps (the number of which it is possible may again be restored to the army), we annex a letter from Gen. Robert Dundas to Lieut.-Col. Stewart (now Marquis of Londonderry), the Lieut.-Colonel of the corps.

"Kilkullin, 3d March, 1799.

"When we are separated, by seas, from those we love and esteem, the only resource is a letter, and I hasten to thank you, my dear Colonel, for your kind favour, which I received this morning. Continue, now and then, to make me happy in like manner. Your correspondence will be flattering and consolatory in the distracted line in which my command has placed me. What is intended to be done with your regiment, the 5th Dragoons, I know not; but from what I know of them when encamped under my command in the Curragh, I will, without hesitation, pronounce them to have been the worst of all possible bad regiments. When you soon after got the direction of that corps, I was unacquainted with your merit; I felt the Herculean labour thrown on the shoulders of so young a man. I looked upon any progress towards discipline, or even decency in appearance, as a work of much time. I was, however, most agreeably surprised on seeing, soon after, a considerable part of this regiment under your immediate command, whose appearance and movements upon the camp-ground of Kilkullin, were such as to astonish me, and to lead me to think that they had never formed a part of the 5th Dragoons; but my admiration was greatly heightened when I came to consider that their reform had been effected in the midst of a raging rebellion, when no other corps but your own ever dreamed of a drill. This declaration, my dear Colonel, I owe to justice, to friendship, and to the love for the service, which even in old age is still in vigour with me. You possess the characteristic powers that are necessary to make a good officer, and I am perfectly convinced, that had the 5th Dragoons remained in Ireland, under your direction, they would soon have become the best regiment of Cavalry in this country. I have only to add, that you must recollect how much real pleasure I felt, and testified in my plain way, when you first called on me at Castle Martin, when I began to love and esteem you. I had soon after occasion to admire you as an officer. Then you saw, and I hope have ever since thought me incapable of flattery. My dear young friend, may God direct your steps, and may success attend them.

R. DUNDAS."

* The importance of these *alertes* on the French and Spanish coasts, it should be observed, in justice to those who planned, and those who conducted them, is not to be measured by the damage done to the enemy only, but by the division and diversion thereby occasioned of his forces.

ANNALS OF THE BRITISH FLEET.

	Lords Commissioners of the Admiralty.		Principal Commanders-in-Chief.
1803. War declared with France and Holland, May 16.	Earl St. Vincent.	John Markham.	Channel.—Adm. Hon. W. Cornwallis.
			Portsmouth.—Adm. M. Milbank.
			Plymouth.—R. Adm. J. R. Dacres.
			Cork.—Adm. Lord Gardner.
	Sir P. Stephens.	Wm. Garthshore.	North Sea.—Adm. Lord Keith.
			Downs.—V. Adm. P. Patton.
			Cape.—V. Adm. Sir R. Curtis. / V. Adm. J. Gambier.
	Wm. Elliot.	Evan Nepean, (1st Sec.)	Halifax.—V. Adm. Sir A. Mitchell, K.B.
	Sir T. Troubridge.	Wm. Marsden, (2d Sec.)	East Indies.—V. Adm. P. Rainier.
	James Adams.		Jamaica.—R. Adm. Sir J. T. Duckworth.
			Mediterranean.—V. Adm. Lord Nelson. / R. Adm. Sir R. Bickerton.

No. of Ships in Commission at the commencement of the Year, with the Number Launched, Captured, or otherwise lost, during the Year.

Rate.	In Port and fitting.	Home Stations.	West Indies.	America and Newfound.	East Indies and Africa.	Mediterranean.	Total in Commission.	Launched.	Captured.	Wrecked.
Line	11	—	11	1	13	12	48	1	—	—
Frigates	32	15	14	4	14	24	103	2	1	4
Sloops	43	28	30	5	18	20	144	—	2	7

No. of Seamen and Marines, voted for first two lunar months, 50,000
. . . . . next four lunar months 60,000
. . . . . remaining lunar months 100,000

No. of Commissioned Officers at end of the Year 1802, with the Promotions of 1803.

Rank.	Total.	Promoted.
Flag Officers	134	—
Captains . .	570	4
Commanders	399	12
Lieutenants	2381	58

ACTIONS, AND OTHER REMARKABLE OCCURRENCES.

March. The French force in line-of-battle ships is said to consist of twenty-two afloat, fourteen repairing, and eleven building: nineteen more were ordered to be laid down. The Dutch had but seven sail of the line and a few frigates in a serviceable state.

May 17. Admiral Cornwallis sailed with a fleet of one hundred sail, to cruise off Ushant.—18. Off Ushant, the Doris, 36, R. H. Pearson, after a long chase, captured the French national lugger, L'Affronteur, of 14 guns and 92 men: her Captain and eight men were killed, and fourteen wounded. The Doris had one man wounded.—28. Channel Station, Minotaur, 74, C. J. M. Mansfield, in company with the Thunderer, 74, Wm. Bedford, and the Albion, 74, J. Ferrier, captured La Franchise, 44 guns. In Lat. 45. 40. N. and Long. 6. 10. W. The Victory, 110, S. Sutton, on her passage to Gibraltar, captured L'Ambuscade, 32 guns.—29. In Lat. 45. 50. N. Long. 4. 40. W. Naiad, 38, J. Wallis, captured L'Impatiente corvette, of 20 guns.—31. Lost on Cape St. Vincent, the Resistance, 36, Hon. P. Wodehouse, crew saved.

June 1. Home Station, the Hind revenue-cutter, Lieut. Senhouse, captured La Felicité cutter, 22 men.—3. Home Station, Russel, 74, destroyed La Betsy, 4 guns.—7. Port au Prince (St. Domingo), the Racoon, 18, A. Bissel, captured La Vertu, and L'Ami de Colonnet, of 2 guns each.—13. Home Station, Eling (schooner), 14, Lieut. Archbold, captured L'Espiègle lugger, 12 guns.—14. On East Point of Cape Blanc Nez, Immortalité, 36, E. W. C. Owen, in company with Jalouse and Cruiser (sloops), drove on shore, under the batteries, L'Inabordable (schooner), and Commodi (brig) of 4 guns each. The Jalouse and Cruiser anchored with springs, and after a well directed cannonade for nearly an hour, succeeded in silencing the batteries, when their boats brought out the two vessels under a heavy fire of musketry from the neighbouring cliffs. The British had but one person severely wounded. Mediterranean, the Maidstone, 32, R. H. Moubray, captured L'Arab, of 8 guns.—18. Off Ushant, the

Dragon, 74, J. Aylmer, in company with the Endymion, 44, Hon. C. Paget, captured La Colombe (corvette), 16 guns.—20. An expedition sailed from Barbadoes, for the reduction of the island of St. Lucia, in possession of the French, and on the 22d it surrendered to the British, under Lieut.-Gen. Grinfield, and Commodore Sir S. Hood. Capt. Hallowell was a volunteer in this affair. The British had twenty killed and one hundred and ten wounded.—24. Home Station, the Albion (hired cutter), 6, Lieut. M. Wright, captured Moringo (cutter), 4 guns, 26 men. Between St. Lucia and Martinique, the Emerald, 36, James O'Bryen, captured L'Infant Prodigue.—25. Off Cape François, Capt. Loring's squadron, consisting of the Bellerophon, Elephant, Theseus, and Vanguard, 74's, the Tartar and Æolus frigates, chased two French line-of-battle ships, the Dugua Trouen, 74, and the Duguesne, 74, also the national schooner, Oiseau, 16 guns; the former effected her escape by superior sailing; the two latter were taken. In Lat. 27. 12. N. Long. 20. W. the Endymion, 44, Hon. C. Paget, captured the French corvette, Bacchante, of 18 guns, bearing dispatches from St. Domingo to Brest: she had eight killed and nine wounded. La Seine, 42, D. Milne, ran aground on a sand-bank, to the northward of the Texel, in the night; she was destroyed by fire. Home Station, the Hydra, 38, G. Mundy, and the Rose cutter, captured La Phœbe cutter, 4 guns.—27. Off Isle Bas, two boats of the Loire, 38, F. L. Maitland, commanded by Lieuts. F. Temple and J. Bowen, boarded, in a very gallant manner, the French national brig, Venteux, 10, lying close under the batteries, and in ten minutes' conflict captured her; she had one officer and two men killed, the commander with four other officers and eight men wounded, in the boats were one officer and five men wounded.—28. Off Cape Nicholas-Mole, Goliah, 74, C. Brisbane, one of the squadron cruising off St. Domingo, captured La Mignonne; the Hercule, 74, of same squadron, chased La Poursuivante, 44, into shoal-water, when she was obliged to desist, by which means the French frigate effected her escape into the harbour. Channel Station, the Alarm (privateer), D. de Putron, captured La Legère (schooner), 14 swivels, 2 guns.—29. Bay of Biscay, Apollo, 36, J. W. T. Dixon, captured Le Dart (brig), 4.—30. Near Cape Nicholas-Mole, the squadron, under the command of Capt. Baynton, captured the national brig, L'Aiguille, 8, and Vigilant, 18, also two schooners, La Superieure and La Paisson Volant. Creole, 44-gun frigate, soon after struck to the Cumberland and Vanguard, she had on board Gen. Morgan (second in command at St. Domingo) and staff, with five hundred and thirty troops. A small national schooner, bound to Port-au-Prince, having on board a hundred blood-hounds from Cuba, intended to accompany the army serving against the Blacks, was likewise taken.

July 2. Near Cherbourg, La Minerve, 42, J. Brenton, while in chase of some French vessels during a thick fog, ran on the Western point of the Cones, and after a gallant defence of several hours from the fire of two batteries, a division of gun-boats, and two large brigs, she was obliged to surrender. Her hull and rigging were much damaged, twelve men killed and fourteen wounded.—4. At the entrance of Brest harbour, the boats of Naiad, 38, J. Wallis, commanded by Lieuts. W. Dean and J. Louis, captured La Provedence (schooner), 4, laden with heavy cannon and timber. At Curaçoa, the Surinam, 18, R. Tucker, detained as a prize, by the Dutch.—9. Near Sardinia, Narcissus, 36, R. Donelly, captured L'Alcion (brig), 16 guns.—11. Off St. Domingo, whilst the Racoon, 18, A. Bissell, was working to windward, a large corvette, the Lodi, was observed at anchor in Leogane Roads, the Racoon bore up, anchored within a few yards of her opponent, when a smart action commenced, that lasted about forty minutes, which obliged the enemy to surrender; she had one man killed and fourteen wounded. The Racoon had but one person wounded.—13. Home Station, the Constance, 24, A. J. Griffith, captured La Furet (brig), 2 guns, 34 men.—16. The Endymion, 44, Hon. C. Paget, on passage to Rochefort, captured L'Adour (sloop) 20 guns. Home Station, the Wasp, 18, F. W. Aylmer, captured Le Despoir (lugger), 2 guns, 28 men.—24. Home Station, the Plantagenet, 74, G. E. Hammond, captured Le Courier de Terre Neuve (brig), 4 guns, 60 men.—26. Home Station, the Amazon, 38, W. Parker, captured Le Felix, 16 guns, 96 men: same day, the Thunderer, 74, W. Bedford, captured the Venus, 18 guns, 150 men.—27. The Plantagenet, 74, G. E. Hammond, captured L'Atalante (ship), 14 guns, 120 men: same day, L'Egyptienne, 40, Hon. C. E. Fleming, captured L'Epervier (brig), 16, from Guadaloupe to L'Orient.

August 1. Near the river Tongue, France, the boats of the Hydra, 38, G. Mundy, commanded by Lieut. F. M. Tracy, gallantly brought out the Favori, of 4 guns, from under a heavy fire of musketry from the shore. Off Cuba, the Racoon, 18, A. Bissell, captured Les Deux Amis and Les Trois Frères schooners, of 3 guns each, and another schooner, of 2 guns, was run on shore and destroyed. The Calypso (sloop), 16, W. Verner, coming from Jamaica, was run down by one of her convoy, in a gale of wind.—2. Cape, the Caroline, 36, B. W. Page, captured the Dutch national brig, De Haasje, of 6 guns, Near Toulon, the Redbridge (schooner), 16, Lieut. G. Lemprière, taken by a squadron of French frigates.—13. The ports of Genoa and Spezzia were declared by Government in a state of blockade.—14. In Lat. 48. N. Long. 16. W. the Lord Nelson, British East Indiaman, of 26 guns, 102 men, R. Spottiswood, after a gallant defence of an hour and a-half with the Bellone (a French privateer), of 34 guns, 260 men, was carried, by boarding: she had five killed and thirty-one wounded. As Bellone proceeded with her prize, they were chased by a British frigate, which Bellone led away. On the 23d the Indiaman, being alone, was attacked, and beat off an English privateer, of 14 guns. On the 25th, in Lat. 40. N. Long. 12. W. the Seagull, 16, Henry Burke, fell in with her and maintained a very spirited action for eleven hours; the Seagull was obliged to haul off to refit, and when about to renew the action, a squadron, under Sir E. Pellew, hove in sight, the Colossus, 74, gave chase, and recaptured the Indiaman: Seagull had two men killed and seven wounded.—15. At Brest, was launched the Cassard, 74, and the Vengeur, of three decks, and at Toulon, was launched Le Neptune, of 80 guns.—17. General reprisals were issued by Government against the Ligurian and Italian

republics. Home Station, the Jamaica, 26, J. Rose, captured the Fancy (cutter), 2 guns, 24 men. The Endymion, 44, Hon. C. Paget, captured Le General Moreau (schooner), 16 guns, 85 men.—16. The Ville de Paris, 110, W. Domet, captured the Messager (lugger), 6 guns, 40 men.—17. Off St. Jago, island of Cuba, the Racoon, 18, A. Bissell, after a smart engagement with Le Mutine brig, 18, drove her on shore, where she was destroyed. New South Wales, in Lat. 22. 20. S. Long. 155. 52. E. the Porpoise, 12, Lieut. Fowler, lost on a coral reef: she was fitted to carry home Capt. Flinders and some of his officers. Capt. Flinders, with twelve of the crew, in a six-oared cutter, and three weeks provisions, left the wreck, proceeded to Sidney, a distance of seven hundred and thirty miles, which he performed in thirteen days: he procured a vessel and conducted her to the relief of the remainder of the crew.—30. Home Station, the Egyptienne, 53, C. E. Fleming, captured La Chiffonette, 14 guns, 80 men.

September 4. St. Marc's, St. Domingo, the Vanguard, 74, J. Walker, captured Le Papillon (corvette), 12 guns.—5. Le Courier de Nantes, taken by the same vessel.—6. The entrance of Havre de Grace and other ports of the Seine declared to be in a state of blockade.—8. Port Dauphin, St. Domingo, the Theseus, 74, John Bligh, captured La Sagesse, 28 guns. Home Station, the Joseph (hired cutter), Lieut. W. Gibbons, captured L'Espoir (brig), 6 guns, 52 men. The Juno, 32, H. Richardson, captured Les Quartre Fils, 4 guns, 78 men.—10. Mediterranean, the Bittern sloop, 16, Robert Corbet, captured La Caille (schooner), 6 guns, 60 men.—12. The Argo, 44, B. Hallowell, captured L'Oiseau (cutter), 10 guns, 68 men. The town of Granville was attacked, and sustained material damage, by a small squadron, under the command of Sir J. Saumarez.—16. Off Port Royal, Martinique, the Blenheim, 74, T. Graves, captured Fortunée (schooner), 2 guns, 29 men. Capt. Owen, of the Immortalité, 36, with the Perseus and Explosion bombs, set fire to the town of Dieppe, and otherwise did much damage.—20. Home Station, the Constance, 24, A. J. Griffith, captured the Caroline (schooner), 8 guns, 35 men. The Hippomenes Dutch national corvette, 18, taken at the surrender of Demerara and Essequibo, to the naval and military forces, under Commodore S. Hood, and Gen. Grinfield. Off the Texel, the Princess Augusta, hired cutter, Lieut. Isaac W. Scott, beat off two Dutch national schooners, the Union, of 12, and Wraak, of 8 guns: in this very gallant affair, Lieut. Scott with two seamen were unfortunately killed, and two wounded.—23. The Dutch colony of Berbice surrendered to Gen. Grinfield and Commodore Hood, also the Dutch national schooner Serpent.—27. Near Nieuport, the Jackall (schooner), Lieut. Leaver, captured Schooner, 4 guns. Home Station, L'Aigle, 36, G. Wolfe, captured L'Alerte, 14 guns, 84 men.—28. Capt S. Jackson, of Autumn (sloop), 16, bombarded Calais.—29. The Leda, 38, R. Honyman, while engaging a flotilla of gun-boats, near Boulogne, a shell fell, and exploded in her hold, without hurting a single person.

October 2. Home Station, Acasta, 40, J. A. Wood, captured L'Avanture, 20 guns, 144 men.—14. Off Cumberland, Cuba, the Racoon, 18, A. Bissell, after a very severe engagement of more than an hour, succeeded in capturing three French national vessels, La Petite Fille (gun-brig), having on board one hundred and eighty troops; La Jeune Adelle (schooner), 6, with eighty troops; and L'Amitie (cutter), 4, with seventy troops: the enemy had forty killed and wounded. Mr. Thompson, of Racoon, was the only person hurt.—15. Mediterranean, the Anson, 40, W. E. Cracraft, captured Le Marguerite, 4 guns, 40 men.—26. Off Trinidad, the boat of the Osprey, 16, G. Younghusband, commanded by Lieut. Henderson, very bravely boarded and cut out the Ressource, 4 guns, 43 men: she had 2 killed and 12 wounded: Lieut. Henderson and 4 men wounded. Next day, La Mima (schooner), 1 gun, 21 men, was likewise taken.—27. Home Station, the Merlin sloop, 16, E. P. Brenton, with the Milbank (schooner), 14, Lieut. N. Starch, captured Les Sept Frères (brig), 2 guns.—31. Boulogne, the Admiral Mitchel (hired cutter), Lieut. A. Shephard, after two hours and a-half engagement with a French 12-gun-brig, succeeded in driving her on shore; likewise a French sloop, which was under the brig's convoy: the cutter received much damage from a shell that fell on board: she had four men wounded.

November 3. The entrance of Mancenille Bay, by St. Domingo, Lieut. Nicolls, of Marines, with 13 men in a boat belonging to the Blanche, 36, Z. Mudge, boarded the Albion cutter, of 4 guns, lying close under the batteries of Monte-Christi, after a short but gallant conflict, the French cutter was brought out: her Captain was killed, and five men wounded: Lieut. Nicolls and three men wounded, and two men killed.—8. Off Calais, the Conflict (brig), 14, Lieut. D. Chambers, captured number 86 gun-boat, of 2 guns.—10. Off Ushant, the boats of the Ville de Paris, 110, commanded by Lieut. Watts, captured Le Messager.—16. The island of Martinique, a detachment of seventy-four seamen, under the command of Lieuts. T. Cole and T. Furber, with sixty marines, under Lieuts. G. Beatty and W. S. Boyd, of the Blenheim, 74, T. Graves, and the Drake, 16, W. Ferris, went into Marin harbour: the marines stormed fort Dunkirk, of 9 guns, while the seamen succeeded in cutting out the French privateer schooner Harmonie, 8 guns: she had two men killed, fourteen wounded: the seamen had one killed, five wounded. Mediterranean, by Lord Nelson's squadron, taken, Le Renard (schooner), 14 guns. North Sea, the Circe, 28, C. E. Fleming, struck on Lemon and Ower, when in chase of an enemy, and was lost, crew saved. St. Domingo, the Garland, 22, F. Cottrell, lost off Cape Francois, crew saved.—25. Off Cape Finisterre, the Boadicea, 38, J. Maitland, captured Le Vanteur (brig), 16 guns—28. Cape Finisterre, the Ardent, 64, R. Winthrop, chased into the Bay, La Bayonnaise, 32 guns: to prevent being taken, she was blown up by her crew at midnight.—30. St. Domingo, Gen. Rochambeau surrendered by capitulation to the squadron, under Capt. J. Loring, when the following French vessels fell into the hands of the British:—the Surveillante, 40, Clorinde, 40, Virtu, 40, Cerf, brig, 12, and La Corvette (schooner), 6, Nouvelle Sophie, and Justine, hospital-ships, besides twenty merchant vessels, making about five thousand prisoners.

December 8. Home Station, the Vixen (brig), 14, Lieut. P. Brown, captured Le Lionnais cutter, 2 guns.—9. Off Caborita Point, the Medusa, 38, J. Gore, captured L'Esperance, 4 guns, 70 men, likewise La Sorcier, 4 guns, 70 men.—10. The Shannon, 36, E. L. Gower, ran aground during the night in a gale, and was wrecked under the batteries of Cape La Hague, crew saved, but made prisoners: she was afterwards destroyed by fire, by the boats of the Merlin sloop. The Dedaigneuse, 36, P. Heywood, captured L'Espeigle, 4 guns, 36 men. The Avenger sloop, 16, J. Snell, foundered off the Weser, crew saved.—15. Cork, the Suffisante (brig), 16, G. Heathcote, wrecked in a gale off Spike island, crew saved.—18. Home Station, the Basilisk brig, 14, W. Shepheard, captured number 436 gun boat, 2 guns.—21. East Indies, the Albion, 74, J. Ferrier, and the Septore, 74, A. C. Dickson, captured the Clarisse (ship), 12 guns, 157 men.—31. The Grappler, 12, Lieut. A. W. Thomas, grounded, on Isle de Chosey; taken possession of, and destroyed by the enemy, crew saved, but made prisoners.

Amount of Enemy's Ships Captured or Destroyed.—French, Line, 1; Frigates, 6; Sloops, 47; Privateers, 39.—Dutch National Sloops, 3.

CHANGES IN THE STATIONS OF CORPS

SINCE OUR LAST.

1st Batt. Grenadier Guards	from	Portman-street Barracks	to	Windsor.
2d Batt. Ditto . . .	from	Knightsbridge . . .	to	Westminster.
3d Batt. Ditto . . .	from	Windsor	to	Tower.
2d Batt. Coldstream Ditto	from	Westminster	to	Knightsbridge.
1st Batt. 3d Foot Ditto .	from	Tower	to	King's Mews.
2d Batt. Ditto Ditto . .	from	King's Mews	to	Portman-st.
2d Foot Depôt	from	Shorncliff	to	Chatham.
31st Ditto	from	Dover	to	Chatham.
41st Ditto	from	Deal	to	Chatham.
44th Ditto	from	Deal	to	Chatham.
48th Ditto	from	Deal	to	Chatham.
74th Ditto	from	Buttevant	to	Cork.
98th Ditto	from	Cove	to	Devonport.

GAZETTES.

MILITARY PROMOTIONS, &c.

FROM JAN. 26 TO FEB. 24.

WAR-OFFICE, JAN. 28.

LONDON GAZETTE, JAN. 29.

Memorandum.—The h. p. of the under-mentioned officers has been cancelled from the 29th inst. inclusive, upon their receiving a commuted allowance for their commissions:—Lieut. J. J. Romney, h. p. 6th West India Regt.; Ens. J. H. Kerr, h. p. Canadian Fencibles; Lieut. W. C. H. Buchanan, h. p. 69th Ft.; Apothecary Worthington Thomas Gylby, h. p.

Malmesbury Troop of Yeomanry Cavalry, signed by the Lord Lieutenant of the County of Wilts.—J. Pitt, Gent. to be Lieut. vice Cresswell, res.

TUESDAY, FEB. 2.

12th Regt. Lt. Drs.—Capt. Fred. Barne, from h. p. to be Capt. vice Geo. Marryatt, who exc. r. the diff.

6th Regt. Foot.—Capt. J. Gallwey, from h. p. 71st Ft. to be Capt. vice John G. Cowell, who exc. r. the diff.

8th Ditto.—Staff-Surg. Jas. Hunton Card, M.D. from h. p. to be Surg. vice Mostyn, app. to 47th Ft.

9th Ditto.—Lieut. Arthur Chas. Chichester, from h. p. to be Lieut. vice Jos. H. Taylor, who exc. r. the diff.

12th Ditto.—Lieut. Rich. Lechmere, from h. p. to be Lieut. vice Geo. Vandeleur, who exc.

14th Ditto.—Edw. Senior, Gent. to be Ens. by p. vice Goode, who ret.

15th Ditto.—Gent. Cadet John A. Cole, from Rl. Mil. Coll. to be Ens. without p. vice Campbell, prom. in 22d Ft.

17th Ditto.—To be Ens.:—Ens. Henry Reynolds, from 63d Ft. vice Campbell, app. to 42d Ft.; Robert Campbell, Gent. by p. vice Robertson, app. to 71st Ft.

22d Ditto.—Ens. E. S. N. Campbell, from 15th Ft. to be Lieut. without p. vice Milne, dec.

37th Ditto.—Lieut. Geo. Briscoe Whalley, from h. p. to be Lieut. vice Fred. Cobbold, who exc. r. the diff.

41st Ditto.—Ens. Chas. Alex. Sheppard, from 71st Ft. to be Lieut. by p. vice Glasgow, who ret.

42d Ditto.—Ens. Colin Geo. Campbell, from 17th Ft. to be Ens. vice Campbell, prom.

45th Ditto.—Ens. John Charles Campbell, to be Lieut. by p. vice Tupper, who ret.; Robt. Wm. Johnson, Gent. to be Ens. by p. vice Campbell.

47th Ditto.—Surg. Henry Thornton Mostyn, from 8th Ft. to be Surg. vice Archibald Millar, who ret. upon h. p.

49th Ditto.—Capt. Harry Smith Ormond, to be Major, without p. vice Lamont, dec.; Lieut. John Otter, to be Capt. vice Ormond: Ens. Hugh Parker, to be Lieut. vice Otter; Gent. Cadet Wm. P. K. Browne, from Rl. Mil. Coll. to be Ens. vice Parker.

53d Ditto.—Charles Inge, gent. to be Ens. by p. vice Delme, prom.

54th Ditto.—Ens. Henry Brown to be Lieut. by p. vice Tincombe, who ret.; H. Neville, gent. to be Ens. by p. vice Brown.

58th Ditto.—Lieut. James Watson Boyes, from h. p. 21st Ft. to be Lieut. vice Richard Heyliger Creaghe, who exc.

63d Ditto.—Geo. Brookes Pratt, gent. to be Ens. without p. vice Reynolds, app. to 17th Ft.

71st Ditto.—Capt. Fran. Upjohn, from h. p. 2d West India Regt. to be Capt. vice Nenon Alex. Connor, who exc. r. the diff.; Lieut. Anthony Robt. L'Estrange to be Capt. by p. vice Upjohn, who ret.; Ens. Wm. James Myers, to be Lieut. by p. vice L'Estrange. To be Ens.:—James Fitzmaurice Scott, gent. by p. vice Myers; Ens. Jas. H. C. Robertson, from 17th Ft. vice Sheppard, prom. in 41st Ft.

79th Ditto.—Lieut. Thos. Lewis Butler, to be Capt. by p. vice Fraser, who ret.; Ens. Wm. Henry Lance, to be Lieut. by p. vice Butler; Geo. Gordon, gent. to be Ens. by p. vice Lance.

80th Ditto.—Capt. Hen. Sykes Stephens, from h. p. to be Capt. vice Lord Wm. Francis Montagu, who exc. r. the diff.

83d Ditto.—Ens. Albert Watson, to be Lieut. without p. vice Ball, dec.; Gent. Cadet George Grey, from Rl. Mil. Coll. to be Ens. vice Watson.

87th Foot.—Cor. Geo. Aug. Fred. Cunynghame, from h. p. Cape Corps Cav. to be 2d Lieut. vice Charles Fred. M'Mahon, who exc.

97th Ditto.—Geo. Robt. Cummin, gent. to be Ens. by p. vice Gillow, whose app. has not taken place.

Hospital Staff.—Staff-Surg. Geo. Rich. Melin, from h. p. to be Surg. to the Forces, vice Griffin, ret. on h. p.

Brevet.—Col. Robt. Houstoun, of the Hon. E. I. Company's Service, and Lieut.-Gov. of the Seminary at Addiscombe, to be Col. in the army whilst holding that app. under the Court of Directors.

OFFICE OF ORDNANCE, JAN. 28.

Rl. Regt. Art.—Second Capt. Lewis Shuldham Barrington Robertson, to be Adj. vice Ord, dec.

WAR-OFFICE, FEB. 11.

FRIDAY, FEB. 12.

1st Regt. Dr. Gds.—Cor. Edw. Birkett Grant, to be Lieut. by p. vice Thompson, who ret.

4th Ditto.—Lieut. Hen. Penleaze, to be Capt. by p. vice Stamer, who ret.: Cor. Geo. Wynell Mayow, to be Lieut. by p. vice Penleaze; and Cor. Thos. Smith Pix, from h. p. Cape Corps Cav. to be Cor. by p. vice Mayow.

6th Regt. Drs.—Capt. Edw. Meysey Wigley Greswolde, to be Major by p. vice Warrand, who ret.; Lieut. Hen. Fowler Mackay, to be Capt. by p. vice Greswolde; Cor. Hon. Henry Cole, to be Lieut. by p. vice Mackay; Wm. Scott, gent. to be Cor. by p. vice Cole.

11th Regt. Lt. Drs.—Edw. Fred. Cherry, gent. to be Vet. Surg. vice Gauley, dec.

16th Ditto.—Geo. Crofton, gent. to be Cor. by p. vice Blakelocke, who ret.

1st or Gren. Regt. of Foot Gds.—Maj. and Col. John Geo. Woodford, to be Lieut.-Col. by p. vice Hon. Horatio Geo. Powis Townshend, who ret. upon h. p. r. the diff.; Capt. and Lieut.-Col. Hen. D'Oyly, to be Major, with the rank of Col. by p. vice Woodford; and Lieut.-Col. Henry Rob. Ferguson, from the h. p. to be Capt. of a Company, pay. the diff. vice D'Oyly.

1st Regt. Foot.—Ass.-Surg. Sam. Dickson, from 30th Ft. to be Ass.-Surg. vice M'Andrew, prom. in 14th Ft.

9th Ditto.—Lieut. Wm. Jackson, from 25th Ft. to be Lieut. vice Wells, who exc.

23d Ditto.—Lord Henry Beauclerk, to be 2d Lieut. by p. vice Lawrence, prom.

24th Ditto.—Lieut. George Kirkaldy, from 62d Ft. to be Lieut. vice Grant, prom.

25th Ditto.—Lieut. Sam. Wells, from 9th Ft. to be Lieut. vice Jackson, who exc.

32d Ditto.—Ens. Robt. Campbell, from 17th Ft. to be Ens. without p. vice Payne, dec.

34th Ditto.—Capt. Henry Deedes, from 52d Ft. to be Capt. vice Considine, who exc.

44th Ditto.—Lieut. John Edw. Codd, from h. p. to be Lieut. vice Lowther, who ret.

52d Ditto.—Capt. Wm. Considine, from 34th Ft. to be Capt. vice Deedes, who exc.

57th Ditto.—Ens. John Butler, from h. p. 97th Ft. to be Ens. vice Graham, app. to 59th Ft.

59th Ditto.—Ens. Aug. Hartford, to be Lieut. without p. vice Lukis, app. Paym. of 3d Ft.; Ens. Henry Pope Graham, from 57th Ft. to be Ens. vice Hartford.

62d Ditto.—Lieut. Colin Buchanan, from h. p. Rl. York Rangers, to be Lieut. vice Kirkaldy, app. to 24th Ft.

75th Ditto.—Ens. Wm. John Saunders, to be Lieut. by p. vice Davison, who ret.; Ens. and Adj. Henry Boys, to have the rank of Lieut.; Wm. Robt. Haliday, gent. to be Ens. by p. vice Saunders.

81st Ditto.—Charles Humphrey, gent. to be Ens. by p. vice Symons, who ret.

92d Ditto.—Ens. Thomas Ormsby, to be Lieut. by p. vice Rollo, who ret.; Henry Dundas Drummond, gent. to be Ens. by p. vice Ormsby.

2d West India Regt.—Lieut. Wm. Edw. Stanley, from h. p. Rl. African Corps, to be Lieut. vice Buchanan, whose app. has not taken place.

Unattached.—2d Lieut. Arthur Johnstone Lawrence, from 23d Ft. to be Lieut. of Infantry, by p.

Memorandum.—The app. of Ass.-Surg. Percy Fitz-Patrick, from h. p. 51st. Ft. to 24th Ft. stated to have taken place 10th Dec. last, has not taken place.

TUESDAY, FEB. 16.

Bloxham and Banbury Corps of Yeomanry Cavalry.—Read Pottinger Best, gent. to be Cornet.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Aug. 18th. 1829. At Neemuch, the Lady of Capt. Sanderson, Bengal Cavalry, of a son.

Dec. 2nd. At Rio de Janeiro, the Lady of Capt. J. P. Grenfell, R.N. of a son.

Jan. 30th. 1830. At Holderness House, London, the Marchioness of Londonderry, of a daughter.

At Glasgow, the Lady of Lieut. P. W. Forbes, R.N. of a daughter.

At Brockhurst, the Lady of Capt. Robins, R.N. of a daughter.

At Tarbert, Ireland, the Lady of Lieut. Henry Servante, Royal Engineers, of a son.

On board H. M. S. Prince, at Portsmouth, the Lady of Capt. Edward Chetham, R.N. C.B., of a son.

The Lady of J. Croft, Esq. Medical Staff, of a son.

Feb. 6th. Near Cork, the Lady of Lieut. H. L. Clare, of a daughter.

Feb. 7th. In London, the Lady of Lieutenant-Colonel Marley, C. B. of a son.

Feb. 9th. At Ashling House, the Lady of Lieutenant G. Fraser, R.N. of a son.

Feb. 17th. On Woolwich Common, the Lady of Lieutenant George Turtliff Boger, of a son.

At Birmingham, the Lady of Captain Todd, 3d Dragoon Guards, of a son.

MARRIED.

In October last, at St. Helena, Lieutenant E. B. Nott, R.N. to Sarah Elizabeth, eldest daughter of Thomas Reid, Esq.

In London, Captain John Patton, of the 12th Regiment, to Rosina, youngest daughter of the late Joseph Neild, Esq. of Gloucester Place, Portman Square.

At Milltown Melbay Church, County of Clare, Henry Whitcomb, Esq. R.N. to Frances, youngest daughter of Thomas Morony, Esq. of Milltown House.

Feb. 9th. At Cuckfield, Sussex, Capt. F. A. Wilkinson, R.N. to Emma Maria, third daughter of the late Henry Bowles, Esq.

Feb. 15th. At Stoke Damerel, near Plymouth, Lieutenant Edward Tyndall, R.N. youngest son of the late Thomas Tyndall, Esq. of the Fort, near Bristol, to Louisa, youngest daughter of the late Lieutenant-Colonel Du Vernet, of the Royal Artillery.

Feb. 16th. Captain John Sykes Kitson, of Royal Engineers, to Elizabeth, eldest daughter of George Grant, Esq.

Commander Russell Elliott, R.N. to Bethia, eldest daughter of Dr. W. Russell.

Lieutenant Brownlow Knox, of the 3d Guards, to Louisa, only surviving daughter of the late Admiral Sir John Sutton, K.C.B.

At Tichborne House, Hants, Lieutenant-Colonel Talbot, 3rd Foot Guards, to Julia, third daughter of Sir Henry Tichborne, Bart.

At Truro, Captain T. Polwhele, of the Hon. East India Company's Service, to Edith Edgecumbe Hosken, daughter of the late John James, Esq. of Truro.

Feb. 17th. At Bathwick Church, Sir John Phillimore, Kt. Captain R. N. and C. B. to the Baroness Katherine Harriet de Raigersfeld.

Feb. 18th. By special license, at Bath. Colonel Augustus Andrews, C.B. of the Hon. East India Company's Service, to Maria, daughter of the late Charles Conolly, Esq. of Midford Castle, Somerset, and of Laura Place, Bath.

At Rolls Park, Essex, Colonel William Cornwallis Eustace, C. B. to Emma, second daughter of Admiral Sir E. and Lady Louisa Harvey.

DEATHS.

Aug. 14th, 1829. Col. E. Nuthall, E. I. Company's Service.

LIEUTENANT-COLONELS.

March 26th, 1839. J. Nuthall, E. I. Company's Service.

Knox, E. I. Company's Service.

May 3d, 1829. Fitzgerald, E. I. Company's Service.

May 9th. On board the Prince Regent, on passage to England, Sir J. Mouat, Bart. E. I. Company's Service.

B. Stewart, E. I. Company's Service.

July 24th. Reh, h. p. 4th Line German Legion.

Aug. 2d, 1828. At Cawnpore, Nation, E. I. Company's Service.

Aug. 10th, 1829. At Bellary, Madras, Taylor, 48th Foot.

MAJORS.

Spottiswoode, E. I. Company's Service.

Jan. 19th. In London, T. Otway Cave, h. p. unatt.

CAPTAINS.

Fead, late 1st Royal Veteran Battalion.

Nov. 13th, 1829. Stewart, h. p. 61st Foot.

Jan. 16th. At Torquay, Devon, Lucas, late 2d Royal Veteran Battalion.

Jan. 20th. At Brandon, Suffolk, Kenyon, h. p. 25th Foot, formerly 2d Life Guards.

Wall, h. p. 4th Foot.

LIEUTENANTS.

Jan. 1828. Milligan, h. p. unatt. late Rifle Brigade.

Sept. 27th, 1828. Meheux, Royal Marines.

Nov. 9th, 1829, At Jamaica, Mylne, 22d Foot.

Nov. 22d. At Malta, Ball, 83d Foot.

H. B. Gascoigne, h. p. Royal Marines.

SECOND LIEUTENANTS AND ENSIGNS.

Kinloch, h. p. 52d Foot.

May 9th, 1829, At the Cape of Good Hope, Huntly, h. p. Cape Regiment.

June 19th. Roch, h. p. Royal Marines.

July 23d. Dusautoy, Royal Marines.

Sept. 9th. Prytherch, h. p. Royal Marines.

Sept. 30th. Cornish, h. p. Royal Marines.

Oct. 10th. French, h. p. Royal Marines.

Jan. 4th, 1830. At Portchester, M'Illreach, late 8th Royal Veteran Battalion.

Jan. 31st, 1827. At Reading, Adjutant Eastaff, h. p. 21st Dragoons.

QUARTER-MASTERS.

Jan. 2d. Bruce, h. p. Roxburg Fencibles.

Jan. 18th, 1830. At Ayr, North Britain, Graham, late 6th Royal Veteran Battalion.

MEDICAL DEPARTMENT.

Dec. 25th, 1829. At Eton, Windsor, Veterinary-Surgeon Bloxham, late 1st Life Guards.

Dec. 15th. At Calais, Surgeon M'Adams, h. p.

July 28th, 1829. At Sultanpore, East Indies, of spasmodic cholera, Lieut. Ralph Richard Clarke, aged 22, of the 6th Bengal Cavalry, eldest son of Ralph Clarke, Esq. of New Fishbourne, Sussex.

At Jamaica, Lieut.-Colonel Durnford, of Royal Artillery.

At Sierra Leone, universally esteemed, John W. Bannister, Esq. Lieutenant R.N. (1814), and a Magistrate of that Colony.

Lately, in the Island of St. Vincent, Rear-Admiral Sir Charles Brisbane, K.C.B. Governor of that Colony. We have already noticed some particulars in the career of this excellent officer, and shall take an early opportunity of completing the details of his professional life.

Dec. 28th. Major-Gen. Sir David Stewart, K.C.B. Governor of St. Lucia. We purpose shortly to publish a memoir of this distinguished officer, in the mean time we feel sincere pleasure in extracting the following from the Literary Gazette:—"We have heard with sincere sorrow of the death, at St. Lucia, of the worthy Governor, David Stewart, of Garth. In the beginning of 1822, he published his 'Sketches of the Characters, Manners, &c. of the Scottish Highlanders;' a work which attracted great notice, and has run through two considerable editions. But it is not as an author alone that he deserves a tribute here: in every relation of life, Garth was highly esteemed—a brave and gallant soldier, a patriotic and warm lover of his country—he was known to a very wide circle in society; and whether as the officer, the citizen, the Scotsman, or the man, he was covered with golden opinions by all ranks and classes. It was only about twelve months ago that, with all the spirit and gaiety of a youthful veteran, he sailed for St. Lucia, to the government of which he was appointed; he jested of his return and marriage at the end of a few years; he had been inured to the worst of climates, and the greatest of hardships—but, alas! for the prospects of human life, the tidings have just arrived that our excellent friend is no more. Very recently we saw a letter from him, written in the most cheerful manner, and contrasting the healthy state of the island with what it was when he visited it as a subaltern."

Lately, Retired Commander Robert Hey.

Mr. Alexander Parker, Master R.N. of Martham, Norfolk, formerly Master of H. M. S. Alcmene, one of the galloon ships.

Lately, at St. Servans, Lieut. George Dove, R.N.

Jan. 9th, 1830. At Gibraltar, in the 38th year of his age, Capt. John Macdonald, Paymaster of the 23d Royal Welch Fusileers.

Jan. 22. At Versailles, General George Moncrieffe, late of the 90th Regiment of Foot. This veteran officer commenced his military career in May 1775, as an Ensign in the 10th Foot. He served as a subaltern three years in America, was at the taking of Fort Washington, landing at Rhode Island, and battle of Brandywine. In 1793, he received the Brevet of Major; and in the following year was appointed Lieutenant-Colonel in the 90th Foot. He next served in Gibraltar three years; in 1793, he was employed at Toulon; and in the following year again went to Gibraltar. He was at the capture of Minorca, from whence he proceeded to Malta, and was appointed to a corps of Maltese. He continued at Malta till its surrender to the British arms, and some time after returned to Minorca. He subsequently served a short time in the West Indies, on the Staff in England and in the expedition to Walcheren. In 1803, he rose to the rank of Major-General; in 1810, to Lieutenant-General; and in 1821, to General. The 27th of April, 1811, he was appointed Colonel of the late Cape Regiment; and in 1828, Governor of Carrickfergus.

At Bath, Major-General John Pine Coffin, C.B. He commenced his military career in 1795, as Cornet in the 4th Dragoons, and obtained a Lieutenancy in 1799. Whilst holding the latter rank, he was appointed an Assistant-Quarter-Master-General to the army, under Sir Ralph Abercrombie, in the expedition to Egypt: he was present at the surrender of Cairo; and attack of Alexandria from the westward, when he had his horse shot under him: the 22d April, 1802, he was promoted to a company in the Royal Staff Corps, whence he was removed, 9th June, 1803, to the Quarter-Master-General's Permanent Staff, with the rank of Major in the army. He was employed in Ireland from that time till 1806, and was present in Dublin at the insurrection, in which Lord Kilwarden was killed. In 1807, he accompanied the army under Lord Cathcart to Rugen, and from thence to the siege and capture of Copenhagen. The 19th May, 1808, he was appointed Deputy-Quarter-Master-General to the Forces in the Mediterranean, with the rank of Lieutenant-Colonel: he immediately joined the army in Sicily under Sir John Stuart, and was employed under his orders in the attack and capture of the islands of Ischia and Procida, in the Bay of Naples, in 1809. In 1810, he was employed in organizing and equipping a flotilla of gun-boats, attached to the Quarter-Master-General's Department, and manned by Sicilian marines and a few English soldiers, of which he was appointed inspector, and which materially contributed to the defeat of Murat's attempt on Sicily. In 1813 he was entrusted by Lord W. Bentinck, with the command of the troops employed, in conjunction with his Majesty's ships Thames and Furieuse, in the attack of the Island of Pouza, which was captured by sailing into the harbour in spite of the cross fire of the enemy's batteries, and landed the troops under cover of the fire from the frigates. He subsequently joined the army in the south of Spain, and was in charge of the Quarter-Master-General's Department with that army, nearly from the occupation of Tarragona, to the time of its being broken up, when he rejoined the army under Lord W. Bentinck, at Genoa. He was promoted to the rank of Colonel, 4th June, 1814. On the renewal of hostilities in 1815, he was sent as Military Commissioner, with the rank of Brigadier-General, to the Austro-Sardinian army which invaded France from the Alps; with which

corps he continued serving, till it quitted the French territory, on execution of the treaty of Paris. In March 1817, he was appointed to a Majority in the Royal Staff Corps; and on the 27th of May, 1825, he obtained the rank of Major-General. For his services he received the distinction of a Companion of the Order of the Bath.

Jan. 23d. In London, Lieut. Drew, R.N. aged 40.

Jan. 28th. In Cork, aged 75 years, Lieut.-Colonel James Nagle, of the Honourable the East India Company's service. Having entered that service in the year 1780, in 1781 he was engaged against the French fleet at Port Preo, under the command of Commodore Johnstone. In 1789 he served under Lieut.-Colonel Stuart, in subduing the Colingoody Polygars. In 1790, under the command of Gen. Meadows, in the reduction of the strong Forts of Dindigul and Polygutcherry, the Districts of Coinleatere, Carore, Errode, and all the other strong places below the Ghants. In 1791 he served under Lord Cornwallis at the siege of Bangalore, and in the great battle of Seringapatam. In 1792 he was employed, under the command of Lieut.-Colonel Maxwell, in the Finevelly District, against the Shevegary and Chocumpelly Polygars; and in 1793, at the siege of Pondicherry, under Gen. Braithwaite. In 1794 he was employed in active service against the Polygars, and in the same year volunteered in an expedition against the Isle of France. In 1795 he was appointed, with the 3d Regiment of Native Infantry, to watch the movements of the Ramnad Rajah, whom he succeeded in making prisoner. In the month of October of the same year he embarked at Ramiserum, under the command of Colonel Dougal Campbell, to attack Menar, and subdue the western parts of the Island of Ceylon; and in the month of November he embarked at Menar, with three companies, for the reduction of Calpentine and Pulelang. In 1796 he was engaged, under Major Peake, in the reduction of Columbo. In 1797 he was ordered by Colonel Champagne to proceed to Batticoloa, and take the command of the Fort and its dependencies. In July of the same year, he volunteered in the expedition against Marilla. In 1800 he was appointed to the first battalion of the 4th Regiment, doing duty at Madras. In 1801 he proceeded with five companies of his battalion to the Finevelly Country, under Major Macauly, and was selected to command the force against Pendulumcouchy. After the fall of Pendulumcouchy, he was employed with his detachment, under the command of Gen. Agnew, in the reduction of Colingoody, Calecoyle, and Sheraville: during this service he was detached to Dindegul, with a large force under his command, to bring money and provisions to the camp and garrison of Madras. After the surrender of these places, the escort of the heavy guns, stores, and elephants, was entrusted to his care and command. In October of the same year, he was engaged in active service against the rebels, who had fled to the Vierapatchy Mountains; he dislodged them from their strong barriers, apprehended the Chief of the Polygars, and lodged him in the garrison of Dindigul. In 1803, Sept. 23, he commanded his corps in the memorable battle of "Assaye," under the immediate command of his Grace the Duke of Wellington, and received thanks in Brigade orders, for his conduct in that great action. On the 26th, three days after the battle, he was detached by his Grace, at the head of a large body of Mysore horse, and succeeded in capturing 1,000 bullocks, laden with grain, which he conducted safe into camp. On the 29th of Nov. 1803, the battle of Argann was fought, in which he was also engaged, and about the end of December of the same year, he was at the taking of the strong Fort of Guyalgur. In the year 1804, a light corps was formed by his Grace, consisting of the British cavalry, the Mysore horse, the 74th Regiment, a detachment, consisting of 100 picked men from each corps in the camp, with a proportion of European officers, the command of which was committed specially to him, then only a Captain; it marched day and night, the greater part without tents, in pursuit of a large body of Pindaree horse, which it surprised, taking their guns and all their plunder. This terminated his military career, after 24 years' service, 16 of which were in the field. In 1805 he returned, in consequence of ill health, to his native country, where his ashes now lie entombed with those of a long line of ancestry.

Jan. 29th. In Limerick, Lieut. Henry Keene, late of the 22d Foot.

Jan. 30th. In Limerick, John Campbell, Esq. late Captain in the 12th Regiment.

Jan. 30th. At Stonehouse, after an illness of nine days, Commander John Davies (1796).

Lieut.-Gen. Sir John Shaw Maxwell, Bart.

At Barnstaple, John Fox, Esq. aged 58, formerly of the 36th Regiment, Major in the late Royal Veterans, and Brevet Lieutenant-Colonel in the army.

Feb. 10th. At North Shields, aged 50 years, T. W. Mayson, Esq. of Chorley, formerly Captain of the 2d (or Queen's) Dragoon Guards.

Feb. 13th. At Calverton, Gen. Sir J. Coape Sherbrooke, G.C.B. an officer much distinguished during the Peninsular war. A memoir of his life will appear in a future Number.

Feb. 15th. At his residence, near East Cowes, Isle of Wight, Lieut.-Gen. John Burton, late of the Royal Artillery, aged 73 years.

Feb. 20th. At Rolls Park, near Chigwell, Essex, in the 72d year of his age, Admiral Sir Eliab Harvey, G.C.B. M.P. for the County of Essex.

*** The death of William Hannagan, Esq. on the half-pay of the Irish Commissariat, was erroneously inserted last month.

METEOROLOGICAL REGISTER,

KEPT AT THE OBSERVATORY OF CAPT. W. H. SMYTH, AT BEDFORD.

JAN. 1830.	Six's Thermometer		At 3 P. M.			Pluviameter Inches.	Evaporator Inches.	Winds at 3 P.M.
	Maxim. Degrees.	Minim. Degrees.	Barom. Inches.	Thermo. Degrees.	Hygrom. Parts.			
♀ 1	32·0	29·8	30·30	31·9	864	frozen	frozen	N.by W.light airs, v.dark sky.
♄ 2	32·2	31·8	30·20	31·8	861	....	....	W.N.W. light breeze, br. sky.
☉ 3	33·7	30·9	30·14	33·7	866	·072	....	N.W. var. airs, monoton. sky.
☽ 4	35·9	33·3	30·05	35·9	873	·230	....	N.N.W. fresh br. sky clearing
♂ 5	37·6	34·8	30·00	37·2	863	·103	·200	N.W. light airs, pale sunsh.
☿ 6	37·8	33·7	29·96	34·9	869	·010	·040	W.S.W. fresh breeze.
♃ 7	36·2	33·1	29·98	35·8	849	·012	·050	N.N.W. a gale, flying clouds.
♀ 8	38·7	34·4	29·97	36·7	857	·005	·030	W.N.W. light breeze.
♄ 9	37·2	33·0	29·84	34·4	865	·005	·040	W. light airs, fine sun rise, cl.
☉ 10	35·0	33·4	29·79	35·0	835	....	frozen	N. fresh breeze, some sleet.
☽ 11	35·3	33·6	29·82	35·2	824	·005	....	N.E. gale, some snow fell.
♂ 12	35·7	33·6	29·87	35·0	838	·057	....	N. by E. squally, soft snow.
☿ 13	35·3	32·0	29·90	33·2	842	frozen	....	N.N.E. squally, more snow.
♃ 14	33·8	30·2	29·97	31·1	848	....	....	N.N.E. light airs, no sun.
♀ 15	32·9	30·6	29·93	32·7	863	·112	....	N.E. fresh breeze, par. thaw.
♄ 16	34·0	32·2	29·96	34·0	869	·067	....	E.N.E. light airs, par. thaw.
☉ 17	33·2	26·3	29·97	31·0	862	frozen	....	N.N.E. variable breeze, frost.
☽ 18	32·0	24·6	29·98	26·8	850	....	....	N.by E. light airs, sunshine.
♂ 19	27·6	20·3	29·60	24·4	852	....	....	E. variable airs, sunshine.
☿ 20	28·3	20·5	28·85	27·7	910	....	....	N.N.E. heavy gale, snow.
♃ 21	32·0	28·2	29·45	32·0	877	·567	....	S.S.W. fresh breeze, some sun.
♀ 22	34·3	30·8	29·70	34·3	856	·012	....	S. to N.E. variable, sleet.
♄ 23	34·6	32·0	29·88	34·2	869	·006	....	N.E. light airs, brown sky.
☉ 24	35·0	32·8	29·93	35·0	872	·015	....	W. very light airs, slow thaw.
☽ 25	35·3	33·0	30·30	35·3	869	·008	....	N. by W. variable breezes.
♂ 26	35·5	34·3	30·23	35·5	873	·015	....	N.N.E. light airs and calms.
☿ 27	36·2	34·0	29·84	35·8	875	·117	·300	S.W. variable airs, still foggy.
♃ 28	35·8	34·2	30·15	35·8	877	·013	frozen	N. by E. light airs, mon. sky.
♀ 29	35·7	34·0	30·20	35·7	878	·090	....	N.E. calms, monotonous sky.
♄ 30	36·2	33·0	29·96	35·2	879	·140	....	N.N.W. fresh breezes.
☉ 31	35·3	29·8	30·13	30·4	782	·025	....	N.W. light airs, sunshine.

PERSONAL NARRATIVE OF CAPT. GLASSPOOLE, OF THE HON. COMPANY'S SHIP MARQUIS OF ELY,

RELATING THE CAPTIVITY OF THAT OFFICER AMONGST THE LADRONES OF THE CHINESE SEA, AND DESCRIBING THE HAUNTS AND HABITS OF THOSE WARLIKE PIRATES.

On the 17th of September, 1819, the Hon. Company's ship Marquis of Ely, anchored under the island of Samchowe, on the south coast of China, about twelve English miles from Macoa, where I was ordered to proceed in one of the cutters to procure a pilot, and also to land the purser with the packets. I left the ship at five P.M. with seven men under my command, well armed—it blew a fresh gale from the north-east. We arrived at Macoa at 9 P.M. when I delivered the packet to Mr. Roberts, and sent the men with the boat's sails to sleep under the Company's factory, leaving the boat in charge of one of the Comprador's* men. During the night, the gale increased; at half-past three in the morning I went to the beach, and found the boat on shore half filled with water, in consequence of the man having left her. I called the people to bale her out, found she was considerably damaged, and very leaky. At half-past 5 A.M. the ebb-tide making, we left Macoa with vegetables for the ship. One of the Comprador's men, who spoke English, went with us, for the purpose of piloting the ship to Lintin, as the Mandarines, in consequence of a late disturbance at Macoa, would not grant chops† for the regular pilots. I had every reason to expect the ship in the roads, as she was preparing to get under weigh when we left her; but on rounding Cabaretta Point, we saw her five or six miles to leeward, standing on the starboard tack; it was then blowing a fresh gale north-east. Bore up, and stood towards her; when about a cable's length to windward of her, she tacked, we hauled our wind, and stood after her. A hard squall then coming on, with a strong tide against us, we drifted fast to leeward, and the weather being hazy, we soon lost sight of the ship, struck our masts and endeavoured to pull. Finding our efforts useless, set a reefed fore-sail and mizen, and stood towards a country ship at anchor, under the land, to leeward of Cabaretta Point. When within a quarter of a mile of her, she weighed and made sail, leaving us in a very critical situation, having no anchor, and drifting bodily on the rocks to leeward; struck the masts; and, after four or five hours of hard pulling, succeeded in clearing them. At this time not a ship was in sight; but on the weather clearing up, we saw a ship to leeward, hull down; shipped our masts, and made sail towards her; she proved to be the Hon. Company's ship Glatton. We made signals to her with our handkerchiefs at the mast-head; she unfortunately took no notice of them, but tacked and stood from us. Our situation was now truly distressing; night closing fast with a threatening appearance, blowing fresh with hard rain and a heavy sea, our boat very leaky, without a compass, anchor, or provisions, and drifting fast on a lee shore, surrounded with dangerous rocks, and inhabited by the most barbarous pirates. I close-reefed my sails, and kept tack and tack till daylight, when we were

* The ship's husband.

† Permits.

happy to find we had drifted very little to leeward of our situation in the evening. The night was very dark, with constant hard squalls and heavy rain.

Sept. 19th.—No ships in sight. About ten o'clock in the morning it fell calm, with very hard rain and heavy swell—struck our masts and pulled; not being able to see the land, steered by the swell. When the weather broke up, found we had drifted several miles to leeward during the calm. A fresh breeze springing up, made sail, and endeavoured to reach the weather shore, and anchor with six muskets we had lashed together for the purpose. Finding the boat made no way against the swelling tide, bore up for a bay to leeward, and anchored at one A.M. close under the land, in five or six fathoms water, blowing fresh with hard rain.

On the 20th, at daylight, supposing the flood-tide making, weighed and stood over to the weather shore, but found we were drifting fast to leeward. About ten o'clock, perceived two Chinese boats steering for us. Bore up and stood towards them, and made signals to induce them to come within hail; on nearing them, they bore up and passed to leeward of the islands. The Chinese we had in the boat advised me to follow them, and he would take us to Macoa by a leeward passage. I expressed my fears of being taken by the Ladrones. Our ammunition being wet, and the muskets rendered useless, we had nothing to defend our ourselves with but cutlasses, and were in too exhausted a state to make much resistance with them, having been constantly wet, and eat nothing but a few green oranges for three days. As our present situation was a hopeless one, and the man assured me there was no danger of encountering the Ladrones, I complied with his request, and stood in under the lee of the islands, were we found the water much smoother, and apparently a direct passage to Macoa. We continued pulling and sailing all day. A six o'clock in the evening, I discovered three large boats, and anchored in a bay to leeward. On seeing us, they weighed and made sail towards us. The Chinese said they were Ladrones, and that if they captured us, they would most certainly put us all to death! Finding they gained fast on us, struck the masts and pulled head to wind for five or six hours. The tide turning against us, anchored close under the land to avoid being seen; soon after we saw them pass to leeward.

At daylight the following morning, the flood making, weighed and pulled along shore in great spirits, expecting to be at Macoa in three or four hours, as, by the Chinese account, it was not above six or seven miles distant; after pulling a mile or two, we perceived several people on shore, standing close to the beach, they were armed with pikes and lances. I ordered the interpreter to hail them, and ask the most direct passage to Macoa. They said if we came on shore they would inform us; not liking their hostile appearance, I did not think proper to comply with their request. Saw a large fleet of boats at anchor close under the opposite shore. Our interpreter said they were fishing-boats, and that by going there we should not only get provisions, but a pilot also to take us to Macoa. I bore up, and on nearing them perceived there were some large vessels, very full of men, and mounting several guns. I hesitated to approach nearer; but the Chinese assuring me they were Mandarine junks and salt-boats, we stood close

to one of them, and asked the way to Macoa; they gave no answer, but made signs for us to go in shore. We passed on, and a large row-boat pulled after us; she soon came alongside, when about twenty savage-looking fellows, who were stowed at the bottom of the boat, leaped on board us. They were armed with a short sword in each hand, one of which they laid on our necks, and the other pointed to our hearts, keeping their eyes fixed on their officer, waiting his signal to cut or desist. Seeing we were incapable of making any resistance, he sheathed his sword, and the others immediately followed his example. They then dragged us into their boat, and carried us on board one of their junks, with the most savage demonstrations of joy, and, as we supposed, to torture and put us to death. When on board the junk, they searched all our pockets, took the handkerchiefs, and brought heavy chains to chain us to the guns. At this time the boat came and took me and one of my men and the interpreter on board the chief's vessel, I was then taken before the chief. He was seated on deck in a large chair, dressed in purple, with a black turban on. He appeared to be about thirty years of age, a stout commanding-looking man. He took me by the coat and drew me close to him, then questioned the interpreter very strictly, asking who we were, and what business we had in that part of the country. I told him to say we were Englishmen in distress, having been four days at sea without provisions. This he would not credit, but said we were bad men, and that he would put us all to death; and then ordered some men to torture the interpreter until he confessed the truth. A Ladrone, who had once been in England, and spoke a few words of English, came to the chief, and told him we were really Englishmen, and that we had plenty of money, adding that the buttons on our coats were gold. The chief then ordered us some coarse brown rice, of which we made a tolerable meal, having eat nothing for nearly four days, except a few green oranges. During our repast, numbers of Ladrones crowded round us, examining our clothes and hair, and giving us every possible annoyance. Several of them brought swords and laid them on our necks, making signs that they would soon take us on shore and cut us in pieces, which I am sorry to say was the fate of hundreds during my captivity. I was now summoned before the chief, who had been conversing with the interpreter: he said, I must write to my captain, and tell him, if he did not send an hundred thousand dollars for our ransom in ten days, he would put us all to death. In vain did I assure him it was useless writing, unless he would agree to take a much smaller sum, saying, we were all poor men, and the most we could possibly raise would not exceed two thousand dollars. Finding that he was much exasperated at my expostulation, I embraced the offer of writing to my commander, to inform him of our unfortunate situation, though there appeared not the least probability of relieving us. They said the letter should be conveyed to Macoa in a fishing-boat, which would bring an answer in the morning. A small boat accordingly came alongside, and took the letter. About six o'clock in the evening, they gave us some rice and a little salt fish, which we ate, and they made signs for us to lie down on the deck to sleep; but such numbers of Ladrones were constantly coming from different vessels to see us, and examine our clothes and hair, they would not allow us a moment's quiet. They

were particularly anxious for the buttons of my coat, which were new, and, as they supposed, gold. I took it off, and laid it on the deck, to avoid being disturbed by them; it was taken away in the night, and I saw it the next day stripped of its buttons. About nine o'clock, a boat came and hailed the chief's vessel. He immediately hoisted his mainsail, and the fleet weighed, apparently in great confusion. They worked to windward all night and part of the next day, and anchored about one o'clock in a bay under the island of Lanton, where the head admiral of Ladrones was lying at anchor with about two hundred vessels, and a Portuguese brig which they had captured a few days before, and murdered the captain and part of the crew.

Early in the morning on the 23d, a fishing-boat came to the fleet, to inquire if they had captured an European boat; being answered in the affirmative, they came to the vessel I was in: one of them spoke a few words of English, and told me he had been sent by Capt. Kay in search of us. I was rather surprised to find he had no letters. He appeared to be well acquainted with the Chief, and remained in his cabin smoking opium and playing cards all day. In the evening I was summoned with the interpreter before the Chief. He questioned us in a much milder tone, saying he now believed we were Englishmen, a people he wished to be friendly with, and that if our Captain would lend him seventy thousand dollars till he returned from his cruise up the river, he would repay him, and send us all to Macoa. I assured him it was useless writing on those terms, and unless our ransom was speedily settled, the English fleet would sail, and render our enlargement altogether ineffectual. He remained determined, and said if it were not sent, he would keep us and make us fight, or put us to death. I accordingly wrote, and gave my letter to the man belonging to the boat before-mentioned. He said he could not return with an answer in less than five days. The Chief now gave me the letter I wrote when first taken; I have never been able to ascertain his reason for detaining it, but suppose he dare not negotiate for our ransom without orders from the head Admiral, who, I understood, was sorry at our being captured. He said the English ships would join the Mandarines and attack them. He told the Chief that captured us, to dispose of us as he pleased.

On the 24th, it blew a hard gale with constant rain; we suffered much from the cold and wet, being obliged to remain on deck without any covering, except an old mat, which was frequently taken from us in the night by the Ladrones, who were on watch. During this night, the Portuguese who were left in the captured brig murdered the Ladrones that were on board her, cut the cables, and fortunately escaped through the darkness of the night; I have since been informed they run her on shore at Macoa.

At daylight in the morning of the 25th, the fleet, amounting to about five hundred sail of different sizes, weighed, to proceed on their intended cruise up the river, to levy contributions on the towns and villages. It is impossible to describe what were my feelings at this critical time, having received no answer to my letter, and the fleet under weigh to sail hundreds of miles up a country never visited by Europeans, there to remain probably for many months, which would render all opportunities for negotiating an enlargement totally ineffec-

tual, as the only method of communication is by boats, that have a pass from the Ladrone Islands, and they dare not venture above twenty miles from Macoa, being obliged to come and go in the night to avoid the Mandarines; and if these boats should be detected in having any intercourse with the Ladrones, they are immediately put to death, and all their relations, though they had not joined in the crime, in order that not a single person of their families should be left to imitate their crimes, or revenge their death. This severity renders communication both dangerous and expensive; no boat would venture out for less than an hundred Spanish dollars.

On the 26th, at daylight, we passed in sight of one ship at anchor under the Island of Chunto: the Chief then called me, pointed to the ships, and told the interpreter to tell me to look at them, for we should never see them again. About noon we entered a river to the west of Bagne, three or four miles from the entrance. We passed a large town, situated on the side of a beautiful hill, which is tributary to the Ladrones; the inhabitants saluted them with gongs as they passed. The fleet was now divided into two squadrons, (the red and the black,) and sailed up different branches of the river. At midnight, the division we were in anchored close to an immense hill, on which a number of fires were burning, which at daylight I perceived proceeded from a Chinese camp. At the back of the hill was a most beautiful town, surrounded by water, and embellished with groves of orange trees. The Chop-house (Custom-house) and a few cottages, were immediately plundered and burnt down; most of the inhabitants, however, escaped to the camp. The Ladrones now prepared to attack the town with a formidable force, collected in row-boats from the different vessels. They sent a messenger to the town, demanding a tribute of ten thousand dollars annually, saying, if these terms were not complied with they would land, and destroy the town with all the inhabitants; which they would certainly have done, had the town laid in a more advantageous situation for their purpose; but being placed out of the reach of their shot, they allowed them to come to terms. The inhabitants agreed to pay them six thousand dollars, which they were to collect by the time of our return down the river. This *finesse* had the desired effect; for during our absence they mounted a few guns on a hill which commanded the passage, and gave us, in lieu of the dollars, a warm salute on our return.

Oct. 1st.—The fleet weighed in the night, dropped by the tide up the river, and anchored very quietly before a town surrounded by a thick wood. Early in the morning, the Ladrones assembled in row-boats and landed, then gave a shout, and rushed into the town, sword in hand. The inhabitants fled to the adjacent hills, in number apparently superior to the Ladrones. We may easily imagine to ourselves the horror with which these miserable people were seized, on being obliged to leave their homes and every thing dear to them. It was a most melancholy sight to see women in tears, clasping their infants in their arms, and imploring mercy for them from their brutal robbers! The old and the sick, who were unable to fly, or to make resistance, were either made prisoners or most inhumanly butchered! The boats continued passing and repassing from the junks to the shore quick, laden with booty, and the men besmeared with blood! 250 women

and several children were made prisoners, and sent on board different vessels. They were unable to escape with the men, owing to the abominable practice of cramping their feet; several of them were not able to move without assistance; in fact, they might all be said to totter, rather than walk. Twenty of these poor women were sent on board the vessel I was in; they were hauled on board by the hair of their heads, and treated in the most savage manner. When the Chief came on board, he questioned them respecting the circumstances of their friends, and demanded ransom accordingly, from six thousand to six hundred dollars. He ordered them a birth on deck, at the after part of the ship, where they had nothing to shelter them from the weather, which at this time was very variable; the days excessively hot, and the nights cold, with heavy rain. The town being plundered of every thing valuable, it was set on fire, and reduced to ashes by the next morning. The fleet remained here three days, negotiating for the ransom of the prisoners, and plundering the fish-tanks and gardens. During all this time the Chinese never ventured from the hills, though there were frequently not more than an hundred Ladrones on shore at a time, and I am sure the people on the hills exceeded ten times that number.

Oct. 5th.—The fleet proceeded up the river, stopping at several villages to receive tribute, which was generally paid in dollars, with sugar and rice, and a few large pigs, roasted whole, as presents for their Joss (the idol they worship). Every person, on being ransomed, is obliged to present him with a pig or some fowls, which the priest offers with prayers; it remains before him for a few hours, and is then divided amongst the crew. Nothing particular occurred till the 10th, except a few skirmishes on shore between the Ladrones and the Chinese soldiers. They frequently obliged my men to go on shore, and fight with the muskets they had taken, which did great execution, the Chinese principally using bows and arrows; they have matchlocks, but use them very unskilfully.

On the 10th we formed a junction with the black squadron, to proceed many miles up a wide and beautiful river, passing several ruins of villages that had been destroyed by the black squadron.

On the 17th, the fleet anchored abreast four mud batteries, which defended a town so entirely surrounded with wood that it was impossible to form an idea of its size. The weather was very hazy, with hard squalls of rain. The Ladrones remained perfectly quiet for two days. On the third day, the forts commenced a brisk fire for several hours; the Ladrones did not return a single shot, but weighed anchor and dropped down the river. The reason they gave for not attacking the town or returning the fire was, that Joss had not promised them success. They are very superstitious, and consult their idol on all occasions. If his omens are good, they will undertake the most daring enterprises. The fleet now anchored opposite the ruins of the town where the women had been made prisoners. Here we remained for about five or six days, during which time about an hundred of them were ransomed, the remainder of them were offered for sale amongst the Ladrones for forty dollars each. The woman is considered the lawful wife of the purchaser, who would be put to death if he discarded her. Several of them leaped overboard, and drowned themselves, rather than submit to such infamous degradation. The fleet

then weighed, and made sail down the river to receive the ransom for the town before mentioned. As we passed the hill, they fired several shots at us, but without effect. The Ladrones were much exasperated, and determined to revenge themselves; they dropped out of reach of their shot, and anchored. Every junk sent about an hundred men each on shore to cut paddy, and destroy their orange groves, which was most effectually performed for several miles down the river. During our stay here we received information of nine boats lying up a creek laden with paddy;* boats were immediately dispatched after them. Next morning these boats were brought to the fleet, and ten or twelve men who were taken in them having made no resistance, the chief said he would allow them to become Ladrones, if they agreed to take the usual oaths before Joss. Two or three of them refused, for which they were punished in the following manner;—their hands were tied behind their backs, a rope from the mast head drove through their arms, and hoisted three or four feet from the deck, and five or six men flogged them with their rattans twisted together till they were apparently dead, then hoisted them up to the mast head, and left them hanging nearly an hour, then lowered them down, and repeated the punishment till they died or complied with the oath.

Oct. 20th.—In the night an express-boat came in with the information that a large Mandarine fleet was approaching up the river to attack us. The chief immediately weighed, with fifty of the largest boats, and sailed down the river to meet them. About one in the morning they commenced a heavy fire till daylight, when an express was sent for the remainder of the fleet to join them; about an hour after a counter-order came to anchor, the Mandarine fleet having run. Two or three hours afterwards the chief returned with three captured vessels in tow, having sunk two, and eighty-three sail made their escape. The Admiral of the Mandarine blew his vessel up by throwing a match lighted into the magazine as the Ladrones were boarding her, she ran on shore, and they succeeded in getting twenty of her guns. In this action very few prisoners were taken; the men belonging to the captured vessels drowned themselves, as they were sure of suffering lingering deaths if taken after having made resistance. The Admiral left the fleet in charge of his brother, the second in command, and proceeded with his own vessel towards Lanton. The fleet remained in the river, cutting paddy and getting necessary supplies.

On the 28th of October, I received a letter from Capt. Kay, brought by a fisherman, who told us he would get us all back for three thousand dollars. He advised me to offer these three thousand, if not accepted, to extend it to four, but not farther, as it was bad policy to offer much at first, at the same time assuring me we should be liberated, let the ransom be what it would. I offered the chief the three thousand, which he disdainfully refused, saying, he was not to be played with, and unless they sent a thousand dollars, with two large guns, and several casks of gunpowder, he would soon put us to death. I wrote to Capt. Kay, and informed him of the chief's determination, requesting him, if opportunity offered, to send us a shift of clothes, for which it may be easily imagined we were much distressed, having been seve-

* Growing rice, or rice before shelled.

ral weeks without a change, although constantly exposed to the weather, and of course frequently wet.

On the 1st of Nov. the fleet sailed up a narrow river, and anchored at night within two miles of a little town, called Whampoa. In front of it was a small fort, and several Mandarine vessels lying in the harbour. The chief sent the interpreter to me, saying I must order my men to make cartridges and clean their muskets, ready to go on shore in the morning. I assured the interpreter I should give no such orders; they must please themselves: soon after the Chief came on board, threatening to put us all to a cruel death if we refused to obey his orders. For my own part, I remained determined, and advised the men not to comply, as I thought, by making ourselves useful, we should be accounted too valuable. A few hours afterwards he sent to me again, saying, that if myself and the quarter-master would assist them at the great guns; that if also the rest of the men went on shore, and succeeded in taking the place, he would then take the money offered for our ransom, and give them twelve dollars for every Chinaman's head they cut off. To these proposals we cheerfully acceded, in hope of facilitating our deliverance. Early in the morning, the forces intended for landing were assembled in row-boats, amounting on the whole to three or four thousand men. The largest vessels weighed, and hauled on shore, to cover the landing of the forces, and attacked the fort and Mandarine vessels. About nine o'clock the action commenced, and continued with great spirit for nearly an hour, when the walls of the fort gave way, and the men retreated in great confusion. The Mandarine vessels still continued firing, having blocked up the entrance of the harbour, to prevent the Ladrone boats from entering. At this the Ladrones were much exasperated, and about three hundred of them swam on shore, with a short sword lashed close under each arm; they then ran along the banks of the river till they came abreast of the vessels, and then swam off again and boarded them. The Chinese thus attacked leaped overboard, and endeavoured to reach the opposite shore; the Ladrones followed, and cut the greatest part of them to pieces in the water. They next towed the vessels out of harbour; and attacked the town with increased fury. The inhabitants fought about a quarter of an hour, and then retreated to an adjacent hill, from which they were soon driven with great slaughter. After this the Ladrones returned and plundered the town, every boat leaving it when laden. The Chinese on the hills, perceiving most of the boats were off, rallied and retook the town, after killing near two hundred Ladrones; one of my men was unfortunately lost in this dreadful massacre. The Ladrones landed a second time, drove the Chinese out of the town, and then reduced it to ashes, and put all the prisoners to death, without regarding age or sex. I must not omit to mention a most horrid (though ludicrous) circumstance, which happened at this place. The Ladrones were paid by their Chief ten dollars for every Chinaman's head they produced; one of my men turning the corner of a street, was met by a Ladrone running furiously after a Chinese; he had a drawn sword in his hand, and two Chinamen's heads, which he had cut off, tied by their tails, and slung round his neck. I was witness myself to some of them producing five or six to obtain payment.

On the 4th of Nov. an order arrived from the Admiral, for the fleet

to proceed up the river immediately to Lanton, where he was lying, with only two vessels, and three Portuguese ships, and a brig constantly annoying him; several sail of Mandarine vessels were daily expected. The fleet weighed and proceeded towards Lanton. On passing the Island of Lintin, three ships and a brig gave chase to us; the Ladrones prepared to board, but night closing, we lost sight of them. I am convinced they altered their course and stood from us; these vessels were in the pay of the Chinese Government, and styled themselves the Invincible Squadron cruising in the river Tigris to annihilate the Ladrones.

On the 5th, in the morning, the red squadron anchored in a bay under Lanton; the black squadron stood to the eastward: in this bay they hauled several vessels on shore to bream their bottoms and repair them.

In the afternoon of the 8th four ships, a brig and a schooner, came off the mouth of the bay. The pirates were much alarmed, supposing them to be English vessels come to rescue us; some of them threatened to hang us to the mast-head for them to fire at, and with much difficulty we persuaded them that they were Portuguese ships. The Ladrones had only seven junks in a fit state for action; these they hauled outside, and moored them head and stern across the bay, and manned all the boats belonging to the repairing vessels ready for boarding. The Portuguese observing these manœuvres, hove to, and communicated by boats; soon afterwards they made sail, each ship firing her broadside as she passed, but without effect, the shot falling far short. The Ladrones did not return a single shot, but bared their colours, and threw up rockets, to induce them to come farther in, which they might easily have done, the outside junks lying in four fathom water.

On the 20th, early in the morning, discovered an immense fleet of Mandarine vessels standing in for the bay. On nearing us, they formed a line and stood close in; each vessel, as she discharged her guns, tacked to join the rear and re-load; they kept up a constant fire for about two hours, when one of their largest vessels was blown up by a firebrand, thrown from a Ladrone junk; after which they kept at a more respectful distance, but continued firing, without intermission, till the 21st at night, when it fell calm. The Ladrones towed out seven large vessels, with about two hundred row-boats to board them, but the wind springing up, they made sail and escaped. The Ladrones returned into the bay and anchored. The Portuguese and Mandarines followed, and continued a heavy cannonading during that night and the next day. The vessel I was in had her fore-mast shot away, which they supplied very expeditiously by taking a mainmast from another vessel.

On the 23d, in the evening, it again fell calm. The Ladrones towed out fifteen junks in two divisions, with the intention of surrounding them, which was nearly effected, having come up with, and boarded one, when a breeze suddenly sprang up. The captured vessel mounted twenty-two guns, most of the crew leaped overboard; sixty or seventy were taken prisoners, immediately cut to pieces, and thrown into the river. Early in the morning, the Ladrones returned into the bay, and anchored in the same situation as before. The Portuguese and Mandarines followed, keeping up a constant fire. The Ladrones never returned a single shot, but always kept in readiness to board; the Portuguese were careful never to allow them an opportunity!

On the 28th at night, they sent in eight fire-vessels, which if properly constructed, must have done great execution, having every advantage they could wish for to effect their purpose; a strong breeze and tide directly into the bay, and the vessels lying so close together, that it was impossible to miss them. On their first appearance, the Ladrones gave a general shout, supposing them to be Mandarine vessels on fire, but they were soon convinced of their mistake. They came very regular into the centre of the fleet, two and two, burning furiously. One of them came alongside the vessel I was in, but they succeeded in booming her off. She appeared to be a vessel of about forty tons; her hold was filled with straw and wood, and there were a few small boxes of combustibles on her deck, which exploded alongside of us without doing any damage. The Ladrones, however, towed them all on shore, extinguished the fire, and broke them up for firewood. The Portuguese claimed the credit of constructing these destructive machines, and actually sent a dispatch to the government of Macoa, saying, they had destroyed at least one-third of the Ladrones' fleet, and hoped soon to effect their purpose by totally annihilating them.

On the 29th of November, the Ladrones being all ready for sea, they weighed and stood boldly out, bidding defiance to the invincible squadron, and imperial fleet, consisting of ninety-three war junks, six Portuguese ships, a brig, and a schooner; immediately the Ladrones weighed, they all made sail; the Ladrones chased them two or three hours, keeping up a constant fire. Finding they did not come up with them, they hauled their wind and stood to the eastward. Thus terminated the coast blockade, which lasted nine days, during which time the Ladrones completed all their repairs. In this action, not a single Ladrone vessel was destroyed, and their loss about thirty or forty men, An American was also killed, one of the three that remained taken in a schooner. I had two very narrow escapes; the first a twelve-pounder shot fell within three or four feet of me, another took a piece out of a small brass swivel on which I was standing. The chief's wife frequently sprinkled me with garlic water, which they consider an effectual charm against shot. The fleet continued under sail all night, steering to the eastward. In the morning, they anchored in a large bay, surrounded by lofty and barren mountains.

On the 2d of December, I received a letter from Lieut. Manghen, Commander of the Honourable Company's ship Antelope, saying that he had our ransom on board, and had been three days cruising after us, and wished me to settle with the chief on the securest method of delivering it The chief agreed to send us in a small gun-boat till we came in sight of the Antelope, then the Comprador's boat was to bring the ransom and receive us. I was so agitated at receiving this joyful news, that it was with considerable difficulty I could scrawl two or three lines to inform Lieut. Manghen of the arrangements I had made. We were all so deeply affected by the gratifying tidings, that we seldom closed our eyes, but continued watching day and night for the boat.

On the 6th she returned with Lieut. Manghen's answer, saying he would respect any single boat, but would not allow the fleet to approach him. The chief then, according to his first proposal, ordered a gun-boat to take us, and with no small degree of pleasure we left the Ladrone fleet about four o'clock in the morning. At one P.M. saw the

Antelope, under all sail, standing towards us. The Ladrone boat immediately anchored, and dispatched the Comprador's boat for our ransom, saying, that if she approached nearer they would return to the fleet; and they were just weighing, when she shortened sail and anchored about two miles from us. The boat did not reach her till late in the afternoon, owing to the tide being strong against her. She received the ransom, and left the Antelope just before dark. A Mandarine boat, that had been lying concealed under the land, and watching their manœuvres, gave chase to her, and was within a few fathoms of taking her, when she saw a light which the Ladrones answered, and the Mandarine hauled off. Our situation was now a most critical one; the ransom was in the hands of the Ladrones, and the Comprador's boat dare not return with us for fear of an attack from the Mandarine boat. The Ladrones would not remain till morning, so we were obliged to return with them to the fleet. In the morning the chief inspected the ransom, which consisted of the following articles:—two bales of superfine scarlet cloth, two chests of opium, two casks of gun-powder, and a telescope, the rest in dollars. He objected to the telescope, not being new, and said he should detain one of us till another was sent, or an hundred dollars in lieu of it. The Comprador, however, agreed with him for the hundred dollars. Every thing being at length settled, the chief ordered two gun-boats to convey us near the Antelope; we saw her just before dark, when the Ladrones' boat left us. We had the inexpressible pleasure of arriving on board the Antelope at seven P.M. where we were most cordially received and heartily congratulated on our safe and happy deliverance from a miserable captivity, which we had endured for eleven weeks and three days.

SONG.

BY JOHN BOWRING, ESQ. LL.D.

(From the First Number of the Peninsular Melodies.)

I THOUGHT thy loving glance, Mary,
Was but a look of chance, Mary;
A second didst thou try, Mary,
I pass'd it silent by, Mary;
But to thy bolder third, Mary,
I need must say a word, Mary:
That Love is not so blind, Mary;
For had I been inclined, Mary,
A single hint would do, Mary,
But love ne'er needed two, Mary!

The playful rill beneath, Mary,
Feels less the tempest's breath, Mary,
Than at the touch of love, Mary,
The chords of passion move, Mary!
But if indifference throw, Mary,
Her robes of ice and snow, Mary,
Not even thy fiery glow, Mary,
Can bid love's currents flow, Mary!
'Tis sympathies that bring, Mary,
The melting smile of spring, Mary!

THE ROGNIAT CONTROVERSY.*

It had been originally our intention to have entered into an examination of all the main points of this celebrated Controversy, but the impossibility of compressing the various arguments adduced into a sufficiently small compass, to admit of each subject being brought under one view, without frequently committing an act of great injustice to the controversialists, and materially deteriorating from the strength and value of their opinions, has inclined us rather to urge our military readers to an attentive perusal and study of the original works in which those opinions are fully detailed, than to offer them to their notice, either in an extremely compressed and imperfect form, or in such numerous and detached portions as the limits and nature of our Journal would render absolutely necessary, were we to give a faithful and candid exposition of the principles upon which the several arguments are maintained, and of the various historical references on which they are respectively grounded. There is, however, one part of the controversy to which these objections do not at all apply; we allude to the "*Conclusions*" drawn by Baron Rogniat, from the general system laid down in his "*Considérations sur l'Art de la Guerre*," and to the remarks which they elicited from Napoleon. With them we shall terminate this article: they merit the most serious attention and reflection of every military man who is devoted to the study of his profession.

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1. Voluntary enlistment being generally insufficient, both as regards the quantity and the quality of recruits, it is found necessary to have recourse to compulsory measures, in order to raise a number of troops proportionate to that maintained by the principal states of Europe.	
2. One of the most advantageous means of maintaining a good national army, and the one which is the least injurious to the interests of society, is to select annually, by lot, from among all the young unmarried men, the recruits that may be considered requisite.	2. Without admitting any privilege, or exemption.
3. The new levies are collected and formed into battalions, or cohorts. The strength of each of these small corps is determined by the number of troops in line that a commander can, by his word of command, cause to act and move with unity and precision; whence it may be fixed at from six to eight hundred men.	3. A battalion ought, when in line, to have a front of sixty toises, which requires 800 men present under arms, including 80 men for supernumeraries, drummers, band, pioneers, staff, and carmen; adding 160 men for the difference between the effectives and those actually present. This gives a total of 960 men for the strength of the battalion.
4. The multiplicity of these cohorts, which may be considered the elementary parts of the army, and the ground	4. Three or four battalions, that is, an effective force of 2,880, or 3,840 men, (2,400 or 3,200 men present un-

* Concluded from page 672, No. XII.

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which they occupy on the field of battle, do not admit of their being every one posted, ranged, and brought into action by the general in chief, who is, therefore, obliged to form them into several divisions, the command of which he entrusts to his lieutenants.

5. The strength of these divisions, which I call legions, is determined by the number of cohorts which a general officer can easily embrace and follow with his eye on a field of battle. I fix it at ten cohorts.

6. In war, two kinds of infantry are requisite; the one, to sustain by its combined order the onset of the enemy, and to frustrate his efforts; the other, to examine him, to harass him in skirmishing, and to pursue him in woody countries. The proportion of the first to the second will be as three to one.

7. In war, two kinds of cavalry are requisite; the one for the purpose of completely routing and annihilating under the weight of its masses troops wearied by a long contest, and brought into disorder; the other for the purpose of scouring the country, protecting the march of the columns, procuring intelligence of the enemy, lying in ambush for him, surprising his convoys, and pursuing fugitives on a plain. They will be in nearly equal proportions, and form about a sixth part of the army.

8. For the performance of such different parts, it is necessary that the troops of the line should march and fight in combined and compact order, and the light troops in dispersed and extended order; whence it follows that this training and exercise must be as dissimilar as their services.

9. The legion will combine within itself, infantry of the line, light infantry, and light cavalry, thus uniting lightness and velocity with solidity.

10. The cavalry of the line, which can only be of essential service when in great masses, and at the end of an action, will be collected altogether in reserve.

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der arms,) should be commanded by a brigadier of the rank of colonel.

5. A division consists of three brigades, formed of nine or twelve battalions; that is, of 8,640 or 11,520 men, which makes 7,200 or 9,600 men actually present under arms.

6. There is, and can only be, but one kind of infantry, the firelock being the best weapon that has been invented by man.

7. Four kinds are requisite; *éclaireurs*, light cavalry, dragoons, and cuirassiers. In Flanders or in Germany, the cavalry ought to be equal to a fourth part of the infantry; in the Pyrenees or the Alps, a twentieth part; in Italy and in Spain, a sixth part.

8. Order and tactics are equally necessary for infantry, cavalry, and artillery, for *éclaireurs*, chasseurs, dragoons, and cuirassiers. The cavalry is even in greater need of order and tactics than the infantry; it should also be able to fight on foot, and be trained in the school of the platoon and of the battalion.

9. If you attach a handful of *éclaireurs* to each division of infantry, their number should not exceed a twenty-fifth part of the infantry, and they should be mounted on horses of from four feet five, to four feet six inches, of which the cavalry makes no use.

10. The cavalry of the line ought to be with the advanced guard, with the rear guard, upon the wings, and in reserve, to support the light cavalry. It ought to be employed at the commencement, in the middle, and at the end of a battle, according to circumstances.

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11. The quantity of artillery ought to be in an inverse proportion to the good quality of the infantry. With good troops, the number of guns may be fixed at two for every thousand men.

12. One part of this artillery will be attached to the legions for the purpose of opening the contest, and the other part kept in reserve.

13. Large armies not being able to march in a single column without exposing the head of the latter to the risk of being defeated by the enemy, before the rear, which is frequently a day's march distant, can arrive to its support, it becomes necessarry to divide them into several columns of route.

14. As each column of route follows a different road, it must have its advanced guard and its flankers to protect it. This advanced guard will consist exclusively of light troops, in order that it may not engage in any serious combat before the arrival of the army.

15. The length of a column of route is regulated by the time within which it can undertake to arrange itself in order of battle, as soon as it receives intelligence from its advanced guard of the approach of the enemy, previously to any attack being made upon it. This length can therefore seldom extend beyond two or three leagues; which, upon a great road, will comprise about 30,000 men, with artillery and baggage. Thus the strength of a column of route may in general amount to 30,000 men.

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11. We ought to have as much artillery as our enemy, and not less than four pieces for every thousand men of infantry and cavalry. The better the infantry, the greater the necessity of sparing it, and of supporting it by good batteries.

12. The greater part of the artillery should be with the divisions of infantry and of cavalry, and the least part in reserve. Every piece ought to be supplied with 300 cartridges, exclusive of the limber-boxes, the consumption required for two battles.

13. There are cases in which an army ought to march in a single column, and there are others in which it ought to march in several columns. An army does not usually march along a defile only twelve feet wide: the roads have a breadth of from four to six toises, and admit a march in two lines of carriages, and in a column having a front of from fifteen to twenty men. Troops can almost always move along upon the right and left of the roads. We have seen armies of 120,000 men, marching in a single column, take up their order of battle in six hours' time.

14. In most cases, an advanced guard ought to be there where the general commanding-in-chief should be, for the purpose of directing the movements of his army. The advanced guard should be furnished with light cavalry, heavy cavalry, choice corps of infantry, and a sufficient quantity of artillery, in order that it may be enabled to manœuvre, make head against the enemy, and gain time for the arrival of the army, and for the march of the baggage and the parks of artillery.

15. These calculations are erroneous.

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16. Hence it is evident, that a column of route should consist of several legions: I form it of four legions, with 60 pieces of artillery, and 3000 heavy cavalry, and I constitute it a *corps d'armée*, under the orders of a general-in-chief, combining within itself all that is requisite for action, since it marches and encamps separately.

17. The different *corps d'armée* are directed by a generalissimo, who makes all their efforts conduce to the attainment of the same object, and arranges their lines of march so that they may be enabled to afford mutual assistance. When the enemy is in mass, they ought not to be at a greater distance from one another than two leagues.

18. When the enemy divides into several corps, at too great a distance from one another to preserve a mutual support, the talents of a generalissimo will be displayed in suddenly uniting his columns, by means of forced marches, against one of these corps, and annihilating it under the weight of superior force.

19. When ranged in order of battle, the infantry should be formed three deep, against either infantry or cavalry.

20. The best fire, especially against cavalry, is the successive firing by ranks.

21. A complete order of battle should consist of a first line, for fighting; of a second line, for encouraging and supporting the first, relieving it in the combat, and favouring its retreat and its rallying; and, lastly, of a reserve, for guarding against sudden and unforeseen accidents, supporting the lines, protecting their flanks and rear, and

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16. In the first place, an army requires only one general-in-chief, a lieutenant-general for every *corps d'armée*, or wing, a maréchal-de-camp for every division, and a brigadier-colonel for every brigade. Secondly, the *corps d'armée* should not be of equal strength; there should be some of four, some of three, and some of two divisions. Thirdly, when the infantry of an army amounts to no more than 60,000 men, it is better to have only divisions, and lieutenant-generals to command the wings and the detachments.

17. The title of generalissimo, implies the general command of all the troops of a state.

The distances which the *corps d'armée* should maintain between one another on the march, depend on localities, on circumstances, and on the object in view: either the ground is everywhere practicable, or it is only practicable upon a certain number of roads; in the former case, there is no necessity for marching upon a front of ten or twelve leagues; in the latter, we must submit to the law of localities.

Of what use is a maxim which cannot be put in practice, and which, if put in practice without discernment, would often occasion the loss of an army?

18. That depends on the object in view, on the nature of the troops, and on the localities.

19. That is the natural order.

20. The only practicable fire in front of the enemy, is the independent firing from the right and left of sections.

21. This is taken from the tactics of the Romans, who had a permanent order of battle; but, since the invention of fire-arms, the mode of occupying a position, either for encampment or for giving battle, depends on so many different circumstances, that it must necessarily vary according to those circumstances. There are even several

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for striking, at the favourable moment, a decisive blow against a weakened point of the enemy's order of battle.

22. The cohorts of the first and of the second line, are to belong to the same legions. Those of the latter will be placed beyond the reach of musket-shot, so that they may remain unharmed until the moment of their entering into action: they will be ranged in small columns, which are not to be deployed until they have replaced the first cohorts, in order that they may not obstruct the passage of the lines.

23. The reserve, consisting of the heavy cavalry, half the artillery, and a choice corps of infantry, will remain in column in rear of the centre of the lines, beyond the range of cannon-shot.

24. In this order of battle, the light infantry, dispersed along the front and the flanks, draws on the action by its skirmishing; the legionary artillery, placed in battery beside the cohorts of the first line, opens its fire upon the enemy; the first line advances, and endeavours to occupy a favourable position within the range of small shot, in order to commence its fire of musketry; the second line marches to the support of the first, and takes up its place in the battle as soon as the latter is broken and compelled to give way; it checks the enemy, while the first line rallies, re-forms in rear, and becomes, in its turn, a second line, a mode of proceeding which is frequently repeated, in proportion to the bravery of the troops. Lastly, the reserve sends forward its artillery to cannonade one of the weakened wings of the enemy: its infantry advances quickly in column to attack this wing, while the heavy cavalry makes a rapid movement for the purpose of turning it, forms itself in a direction perpendicular to the enemy's order of battle, and charges it in flank and rear. Such is the history of the best-planned battles of the age.

25. The order in column, is an order of march, and not of contest; but it is only to be assumed when the object

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modes of occupying a given position with the same army, the selection from which is determined by the General-in-chief, as his military *coup-d'œil*, his experience, and his genius may suggest. In a great number of cases, an army, by taking up this order of battle, would be beaten and routed.

22. If the second line were posted at eighty or a hundred toises' distance from the first one, and remained ranged in column during the battle, it would be destroyed sooner than the first, by the enemy's batteries, and rendered unfit to move to its support. That was all very well for the Greeks and Romans.

23. An army which should thus paralyse, during the whole of the battle, half its artillery, and all its heavy cavalry, might be almost certain of being defeated.

24. This is taken from the Romans: the moderns do not fight in such fashion. Look at the battles of Gustavus-Adolphus, Turenne, the great Condé, Luxembourg, Prince Eugene, Frederick;—you will not see one which resembles this. But, do you wish to know how battles are fought? Read, and study the descriptions of the hundred and fifty battles of these great captains.

25. The order in column is an order of contest when circumstances require it: it is for this reason that our tactics

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is to fall rapidly upon the enemy, rather than to fight; or to force a defile, when the ground does not admit of deployment.

26. For instance, if we have to attack intrenchments, or a village, it would be absurd to think of exchanging musket-shots with an enemy under cover. We must fall quickly upon him, in order to engage him in a more equal contest, with the bayonet; and then, the order in column ought to be preferred as the most favourable for its march, and the most convenient for penetrating through narrow defiles, breaches, and the streets of a village.

27. But as a battle consists of an alternate succession of contests and marches, it follows that the troops must sometimes deploy, for the greater facility of fighting; and at other times take up the deep order for the greater facility of marching. This successive transition from the one order to the other, according to local and other circumstances, requires a quick and practised *coup-d'œil.*

28. The primitive order of battle ought always to conform and adapt itself to the ground, in such a manner that advantage may be taken of the different accidents of the latter, either for the attack or for the defence.

29. Among the accidents of ground, some are favourable and others unfavourable: the art of positions consists in seizing the favourable accidents for the purpose of strengthening with them our order of battle, and in leaving the unfavourable accidents in front and on the flanks, in order to weaken the order of battle of the attacking enemy.

30. We ought to encamp extended in order of battle, to avoid surprises, and not agglomerated like the Romans; because we cannot securely enclose ourselves, as they did, within fortified boundaries.

31. It would often be convenient to strengthen our positions and our camps with field works, which might be con-

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afford us the means of passing rapidly from the extended to the deep order. If we are apprehensive of cavalry, we must march in columns, at section distance, so as to be able to form battalion squares, by the wheeling up of sections to the right and left.

26. It would appear, then, that the order in column is not simply an order of march.

27. It is not because a battle consists of an alternate succession of contests and marches, that we must be in column or in line; it is because the circumstances of the attack or of the defence require us to be either in column or in line.

28. This is bombast; and as far as it can be understood, it is false: it is not the circumstances of the ground alone that should determine upon the order of battle, but a combination of all circumstances.

29. This observation serves to prove the impossibility of prescribing a permanent order of battle.

30. The act of fixing a camp upon a position, is nothing more than that of taking up a line of battle upon this position. All the guns should be favourably placed; the position taken must not be commanded, enfiladed, nor enveloped, but on the contrary, it must, as much as possible, command, enfilade, and envelope that of the enemy.

31. Field fortifications are always useful, and never prejudicial, when rightly understood.

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structed in a night, provided we did not insist upon their being made bullet-proof.

32. By placing the batteries behind epaulments, at a very small musket-shot distance from the redoubts destined to defend them, we gain a considerable saving of labour, more real strength, and great facility for the fire of the artillery.

33. Still, whatever may be the talent displayed in the choice of positions, and in the disposition of troops, we must, finally, drive the enemy from the ground he occupies; which can only be effected with brave soldiers.

34. But, that they may be brave, we must make them so; for bravery is not an innate quality.

35. This object is not to be attained either by arguments, by punishments, or even by discipline, but by means of a free scope being given to the passions. It should, therefore, be the aim of our institutions to give a proper direction to the passions of our troops, and it would then remain for the general to rouse and excite them in the moment of battle.

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32. The principles of field fortification are still imperfect: this branch of the art of war is susceptible of great improvements. If the pieces be not in the redoubts, a successful charge of the enemy's cavalry will throw them into his hands. The batteries ought to be placed in the most favourable positions, and as much in advance as possible of the lines, both of the infantry and cavalry, without compromising their safety. They should, if possible, command the ground along the whole range of the platform: it is essential that they should not be masked on the right and left, in order that no obstruction may be given to their fire in any direction.

33. Yes! Brave, skilful, and active soldiers.

34. Is cowardice then innate? observe the horse, how he neighs, pricks up his ears, and paws the ground, at the sound of the trumpet!

35. Discipline attaches the troops to their colours; it is not by means of harangues at the moment of action that they are rendered brave: the old soldiers scarcely listen to them, and the young ones forget them as soon as the first cannon-shot is fired. Not one of the harangues in Livy was ever delivered by the general of an army, for there is not one that bears the stamp of an impromptu: the air and look of a popular general, possessing the confidence of his troops, are worth more than the finest harangue. If harangues and arguments are useful at all, it is in the course of a campaign, when they may serve to destroy insinuations and false reports, preserve a good opinion in the camp, and furnish materials for gossip among the social circles in the bivouacs. The printed order of the day is of much greater use than the harangues of the ancients.

When Napoleon, in passing along the ranks of his army, in the midst of the fire, said "Unfurl these colours! The moment is now come!"—the ges-

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36. The passions which have most influence over the troops of different nations, are fanaticism, patriotism, honour, ambition, love, and avarice.

37. A slight glance at offensive operations, on a grand scale, will enable us to discover two kinds of war, namely, a war of invasion and a methodical war.

38. The first kind is employed with success, when the object is to conquer the despotic states of Asia, where the people, enslaved, and indifferent about their rulers, take no part in the defence; but it is only the second that can succeed against republican states, where the patriotism of the citizens opposes incessantly recurring obstacles to the march of conquests.

39. In Europe, where the patriotism of the people, who have some share in public affairs, and the political system of the sovereigns, which constantly tends to the establishment of a balance of power, are equally opposed to the rapidity of conquests, none but a methodical war can procure solid and permanent results.

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ture, the look, and the action sufficed to make the French soldier burn with ardour.

36. The Greeks, in the service of the Great King, felt no passion for his cause! The Swiss, in the service of France, Spain, and the Princes of Italy, felt no passion for their cause! The troops of the Great Frederick, consisting, in a great degree, of foreigners, felt no passion for his cause! A good general, a good system, a good organization, a good instruction, and a good and severe discipline, make good troops, independently of the cause for which they fight. It is true, however, that fanaticism, patriotism, and national glory, will inspire young troops with ardour.

37. Every offensive war is a war of invasion: every war conducted according to the rules of the art, is a methodical war. Plans of a campaign admit of endless modifications, according to circumstances, the genius of the chief, the nature of the troops, and the topography of the country. There are two kinds of plans of a campaign; the good and the bad: sometimes the good fail from fortuitous circumstances, and sometimes the bad succeed from a caprice of fortune.

38. Were Russia and Spain republican states? Were Holland and Switzerland despotic states?

The wars of Gengis-Kan and of Tamerlane, were methodical, because they were conducted and calculated in conformity with fixed rules; and because their enterprises were proportionate to the strength of their army: a giant's dress does not suit a pigmy.

39. Every war ought to be methodical, because every war ought to be conducted conformably to the principles and rules of the art, and with an object: it ought also to be carried on with a force proportionate to the obstacles which are foreseen. Hence, there are two kinds of offensive war; that which is well conceived and in accordance with the principles of the art, and that which is badly conceived, and in which those principles are violated. Charles XII. was beaten by the Czar, the most despotic of men, because his war was badly conceived:

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40. This kind of war requires two armies; an active army, to gain battles, and another in reserve, to occupy and maintain the conquered territory, draw from its resources, and afford both support and supplies to the active army.

41. The army of reserve ought to select and prepare a defensive line, which I call its base of operations, where, in case of reverses, the active army can be recruited, re-formed, and thoroughly re-organized, and where it can check the advance of the enemy, by aid of natural and artificial obstacles.

42. It is upon this base of operations that all the depôts of ammunition and subsistence necessary for the existence of the army should be established. They will be secured against the enterprises of the enemy by means of bastioned works, of a *mixed fortification*, which admit of being constructed in a short time, and fulfil, for the moment, the object of permanent fortification.

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Tamerlane would have been so by Bajazet, if the plan of his war had resembled that of the Swedish monarch.

40. Only one army is required, for the unity of command is of the first necessity in war: the army must be kept together, the greatest possible force must be concentrated upon the field of battle, and advantage must be taken of every opportunity: for Fortune is a woman; if you miss her today, you cannot expect to find her again to-morrow.

41. Conduct offensive war after the manner of Alexander, Hannibal, Cæsar, Gustavus-Adolphus, Turenne, Prince Eugene, and Frederick; read again and again the history of their eighty-eight campaigns, and let the instruction which they afford be your guide: this is the only means of becoming a great captain, and of detecting the secrets of the art: your genius, thus enlightened, will reject maxims that are opposed to the principles of these great men.

42. This is the system of the Hanoverian war from 1758 to 1763. Such earthen works would not be protected from a *coup-de-main*. Consider the time that would be required for building, in these places, bomb-proof coverings for the magazines of the army!

The Romans, after the battles of Trasimenus and Cannæ, lost their armies; they could not rally; some fugitives reached Rome with difficulty; and yet these battles were fought in the midst of their strong places, and only a few marches from their capital. If this fate had befallen Hannibal, it would have been said that he was too distant from Carthage, from his magazines and strong places; but, defeated at Zama, before the walls of Carthage, he lost his army, as the Romans had lost theirs at Cannæ and Trasimenus. After the battle of Marengo, Gen. Mélas lost his army; yet he was not in want of strong places; he had them in all directions, for instance, Alexandria, Tortona, Genoa, Turin, Fenestrella, and Coni. Mack's army on the Iller was in the middle of its country, and yet it was obliged to lay down its arms. And Frederick's old army, which reckoned at its head so many heroes, a Bruns-

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43. These temporary fortresses will be disposed along the base of operations, at the conjunctions of the principal roads, with a view to strengthen the more important points, and to co-operate in the general defence.

44. A glance at the grand operations of defensive war, will convince us of the necessity of their being supported by strong places. The service rendered by such places in this sort of war is of different kinds, which should be duly weighed and appreciated in the first instance, in order to avoid falling into error, or unseasonably despising them, unnecessarily multiplying them, or disposing them without discernment.

45. In the first place, they secure within themselves the depôts of arms and ammunition, prepared beforehand to meet the exigencies of the war, and which may be looked upon as the military riches of a nation.

46. Then, they close the principal mountain passes, and facilitate for the army the passage of the rivers, upon which they form *têtes de pont*.

47. Finally, they offer to defensive armies under their walls a refuge, which the aggressor is compelled to respect, without being able to continue his advance, since he would be acting in violation of the principles of war, in having an army in his rear.

48. But, in order that they may fulfil this last object, it is indispensably necessary that they should be surrounded by a vast entrenched camp, prepared beforehand, and of which they would

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wick, a Mullendorf, a Russel, a Blucher, &c. after its defeat at Jena, was unable to effect a retreat; in a few days, 250,000 men laid down their arms; and yet they were not in want of armies of reserve; they had one at Halle, and another upon the Elbe, supported by strong places; they were in the midst of their country, and not far from their capital! Seize upon every chance of success when you purpose fighting a great battle, especially if you have to do with a great captain; for, if you are beaten, even though it should be in the midst of your magazines and strong places, woe to the vanquished!

43. The magazines being unprovided with suitable covering, will be exposed to the effects of the howitzers, which will thus destroy every thing. These field-works, except such as may be protected by inundations, will require enormous garrisons: it will be better worth while to fortify the towns.

44. Strong places are equally useful for defensive and offensive war. Doubtless they cannot, of themselves, supply the place of an army; but they are the only means we possess for retarding, restraining, weakening, and disquieting a victorious enemy.

47. According to circumstances.

48. This system of fortification would seem to be traced by an officer of hussars.

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form the réduit. This entrenched camp will consist of four small forts disposed in a square, and at a distance of two or three thouand toises from one another.

49. I may add that it is useless, nay, prejudicial, to multiply the fortresses upon a frontier, to such a degree as to weaken the active force by the garrisons necessary for their preservation. Instead of accumulating them upon the frontiers, it is preferable to disperse them in all the provinces of a great state, in order that we may not be deprived of their magazines and their support, whenever fortune may shift the scene of war into the interior.

50. A defensive army, instead of opposing the advance of the aggressor in front, should place itself on his flanks, ready to cut off his line of operations, if he leaves it in his rear to penetrate in the interior, or take refuge in the entrenched camp of the nearest fortress, if he marches against it. This manœuvre either frustrates the enterprise of the enemy, or forces him to submit to the protracted duration of a war of sieges.

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49. The garrisons of strong places should be taken from the people, and not from the active armies; the regiments of provincial militia had this duty assigned to them; it is the finest prerogative of the national guard. The system of Vauban may be defective, but it is better than the one proposed. We ought rather to preserve a more concentrated collection of our force, than to disperse it.

50. Alexander, Hannibal, Cæsar, Gustavus-Adolphus, Turenne, Prince Eugene, and Frederick the Great, would be greatly embarrassed in deciding this question; a problem of transcendental geometry, susceptible of a great number of solutions. No one but a novice can be made to believe it simple and easy: it would take Euler, Lagrange, and Laplace, many nights to put it in equation, and to separate the known from its unknown properties.

SONG OF MINA'S SOLDIERS.

BY MRS. HEMANS.

(From the First Number of the Peninsular Melodies.)

We heard thy name, O Mina!
Far through our hills it rang;
A sound more strong than tempests,
More deep than armour's clang:
The peasant left his vineyard,
The shepherd grasp'd the spear;
We heard thy name, O Mina!
The mountain bands are here.

As eagles to the day-spring,
As torrents to the sea,
From every dark Sierra,
So rushed our hearts to thee.
Thy spirit is our banner,
Thine eye our beacon-sign,
Thy name our trumpet, Mina!—
The mountain bands are thine.

TWO MONTHS RECOLLECTIONS OF THE LATE WAR IN SPAIN AND PORTUGAL.*

BY A PRIVATE SOLDIER.

About the 5th of May we left Montijo, and the other corps composing our division, which had been quartered in the neighbouring villages, also moving at this time, the whole proceeded towards Badajoz, for the purpose of besieging that fortress, then held by the French. We were stationed on the right or south bank of the river Guadiana, opposite Badajoz, to attack St. Christoval, a strong fort, communicating with Badajoz by a massy bridge of twenty-eight arches.

A strong detachment of the enemy still remaining without their works, it was determined to drive them off. To effect this, skirmishers were sent forward, who commenced a smart firing, while we advanced in line to their support. During this service, the city and fort kept up a constant fire of shot and shells, and a large shot striking the ground in front of a section, cast up such a mass of earth and sand as completely to overwhelm the whole. We concluded that they were killed, but were soon agreeably surprised to see them getting up, shaking the earth from their clothes, and resuming their places in the ranks. Having accomplished the object of our attack, we placed a strong guard on the ground gained, while the greater part of those who had been engaged retired to the camp, about one mile and a half in the rear. On this night, which was very dark, I was on picket close to the enemy's works: our officer, (a Frenchman,) kept us stepping slowly backwards and forwards the whole night, in rear of a chain of our sentinels, some of whom were not more than thirty paces from the palisadoes of Fort St. Christoval. The silence of this tedious night was only broken by the solemn tones of the city clock, and the voices of their sentinels. We could hear distinctly the "*qui vive,*" as they challenged on the ramparts, and every quarter of an hour their cautionary call, "*Sentinel, gardez-vous,*" ho! sentinel, take care of yourself. On the first streak of daylight, we retired under shelter of a rising ground, but were greatly annoyed by the shot and shells from the garrison. If a shell dropped beside us, our only resource was to fall flat on the earth, and remain in that state till after the explosion. Watching those shells from the time the dull report of the mortar announced they had left the enemy's works, till they burst or fell, furnished us with ample matter for speculation, and even of mirth, at the desperate runnings on seeing them come near. On this day, a detachment of Portuguese infantry of the regiment of Elvas, who had joined us the day before, were stationed in advance, and the shells falling freely about them, their officer, a portly citizen, commenced a precipitate retreat. When observed, he was running at a furious rate, and at his heels the men. Coming near we cheered, on which a serjeant, evidently ashamed, turned about, and rallying the greater number of the fugitives, came over to us; but his officer continued his route, taking a final leave of the glorious, but perilous laurels of the tented field. The Portuguese, however, when under British officers, often evinced the utmost bravery, though their ranks were recruited by

* Concluded from page 294.

compulsory conscriptions. We often witnessed their levies arrive guarded by cavalry, and fastened together by ropes, in the manner convicts are sent off for tranportation. These recruits were as dirty and ragged as can be well imagined; barefooted and covered with large broad-brimmed hats, and at first sight they appeared as so many miserable old men; but when clothed, we were often surprised to see them as it were metamorphosed into a body of athletic young fellows.

Two evenings after, I was ordered on a covering party, that is, a body of men who are to protect those about to cast up intrenchments, raise batteries, carry gabions, fascines, or any other work connected with the service. At dusk we moved from our camp, in the utmost silence, and arriving in the vicinity of St. Christoval, we lay down flat beneath a rising ground, a little in rear of the place where intrenchments were about to be cast up. Then with a slow and silent pace came an engineer heading the working party, with picks, spades, and shovels; these were followed by others carrying gabions, which they laid down in rows a little in advance of where we were couched. The engineer now pointed out the intended works, afterwards called the grand battery, and the massy picks struck the earth; but never shall I forget the terrific noises that followed the breaking of that ground. For a time our ears and senses were alike astounded by the conflicting peals of the artillery and musketry, which bursting at once on the stillness of the night, gave such an appalling shock to us who were inactive spectators, as the oldest veterans had never experienced in their numerous conflicts. Occasionally, the atmosphere was partially illuminated by the comet-like fusees of the bombs in their passage towards us; in a few instances they burst in the air within view, thus affording us a momentary respite from the dread of their effects.

In the mean time gabions continued to be brought up from the rear, and placed close to each other, six deep. Their carriage was truly a perilous service; the men were without shelter of any kind, and as they advanced with their unwieldy burthens, many were killed or wounded under the eyes of their comrades. Every minute we heard from the works going forward the cries of "*I'm wounded*," while the men who still remained unhurt, toiled on with a furious assiduity, in order to get under cover. The shot continued to fly over us with a fearful noise, and owing either to the distance they had come, different degrees of velocity, or causes to us unknown, they seemed to emit a variety of sounds, some of which at another time might have been accounted musical.

In this state of awful inactivity we lay listening till near daylight, and though the firing of the artillery of the garrison continued without intermission, yet some of us dropped into a kind of sleep, from which many were destined never to awaken in this world. At daybreak a large shell alighted on the brow of the hillock, above where we lay, and giving a few rapid rolls towards us, burst between the legs of a serjeant, tearing off his thigh, and killing or wounding seventeen others. On the noise of this explosion I started up, and the first object that met my half-opened eyes was a German soldier, whose knapsack was on fire, shouting lustily to get it off his back. It appeared that the fusee of the shell having caught his cartridge box, it blew up, setting his knapsack in a blaze, and in his terror and confusion, he was unable of himself to get rid of his fiery burden.

During this day the enemy slackened their fire, and as the workers were by this time nearly sheltered, little loss was for a time sustained; the chief annoyance was their shells; wherever a group of us sought shelter, shells were almost certain of falling immediately after, and although their near approach was announced by the smoke of their fusee, and a kind of whistling noise, we were kept in a state of perpetual agitation to elude them. In several instances I observed the shells, after their fall, roll about, sometimes like enormous foot-balls, and passing over the bodies of several who had fallen flat, exploded without doing the least injury.

At twilight, the party we had been anxiously expecting from the camp for our relief appeared; on which the enemy opened a most tremendous fire of grape and musketry, and though they came into the trenches at *double-quick*, several were killed and wounded. We retired in a like hasty manner, and also suffered some loss.

From our camp, we could perceive that of the two other brigades of our division which, under Gen. Stewart, were stationed on the opposite side of the city, where the firing of cannon and musketry was constantly heard; our only communication was by a ford, several miles up the river. At this period, cannon and military stores were arriving daily from Elvas; they were forwarded on large cars, drawn by bullocks, and called by us *Shea*-cars, from the term used by the drivers when goading the animals forward. Our provisions were forwarded on mules, which travelled in troops; and besides the muleteers, each troop was under the direction of a leader, called the *Capitras*.

On the evening of the 9th May, I was one of a picket of eighty men at Major Ward's battery, then erecting on the right of the great road leading to St. Christoval. The night passed over without any event that could be deemed remarkable in our situation. We had, as it were, the same annoyance by shot and shells as on a former night; the same painful scenes to witness of killed and wounded, and similar hair-breadth escapes, watchings, and alarms. At daybreak, the sentinel at the outer end of the bastion, reported that the French were coming out of St. Christoval in considerable numbers, and the next minute that they were outside the palisadoes; and in his third report, that they had set out at *double-quick* towards our grand battery, where the next moment resounded the firing of musketry. We immediately set forward in that direction, but no sooner were clear of the trenches, than the fort opened its fire, and in crossing the road leading to the bridge we suffered severely, the grape-shot literally pouring upon us. Before our arrival, the enemy had been repulsed, and were now assailed in their turn. We were ordered to advance, and sprang over the rampart with alacrity. The French had by this time got under cover of their guns, which now commenced a most destructive fire, and our gallant leader, Capt. Smyth, having fallen, and the enemy moving into the fort, the bugles sounded a recall, and we retired into the trenches, now half-filled with the dying and the dead. Those of the French smelled strongly of brandy, of which they were reported to have had a double allowance that morning. Before the firing had entirely ceased, the light companies of our brigade from the camp appeared on the road near the bridge; and at the same time their esteemed commander, Major Birmingham, was observed to fall from his horse, being struck on the

thigh by a grape-shot. These troops perceiving that the enemy were not only repulsed, but also moving along the bridge into the city, from which many of them had come that morning, retired to the camp. Major Birmingham died on the following day, regretted by every man in our regiment, by whom he was regarded as a brave officer and common friend. On returning to our former station, we had to cross the road near the bridge, where so many had fallen on our advance, on which the fort again opened its guns, but not with such destructive effect as before. Amongst the dead was recognised our fugleman, with his head and shoulder besmeared with blood and brains, and some observing that he was alive, gave him a push with their feet, on which he moved his eyes, and we hurried him into the trenches. It was soon discovered that he was not even wounded, and that the blood and brains must have been those of the person who covered him in the ranks, and whose head had been struck off by a cannon shot, and dashed against *his* with a force by which he had been knocked down and stupified. For some time he was unconscious of his situation, and at length complained greatly of his head, which we bound up, and he remained lying in the trenches till our relief arrived. He did not recover the effect of this shock for several days, though as brave a man as any in the regiment. On counting our files, it was found that of the eighty men who set forward to oppose the sortie made by the enemy, exactly forty were enabled to resume their stand in the ranks. Our total loss in this affair amounted to near 400 men. On the same day, an officer of the engineers got on the bastion to view the enemy's fortifications, to which our guns were about to be opposed. He remained standing with a spy-glass for about ten minutes, had turned round, stooped a little, ready to jump down, when a cannon-shot carried away his head. His glass dropping from his hand, as his body fell into the trenches, we had a hard struggle for his instrument, while the shot were flying over our heads: so callous had we become, by custom, to every sense of danger, that death had lost the greater part of his grim and grisly terrors.

On the 12th, I was again on duty at the grand battery, which was yet uncompleted, and without cannon. The great ramparts of earth cast up prevented our receiving much injury either by round or grape shot, yet our situation was even more perilous and irksome than on any former occasion. By this time the besieged had arrived at such fatal precision, as to the due distance of throwing their shells, that they mostly either fell on the gabions, or dropped into the trenches, thus rendered as unsafe as any other place within range of their guns. We retaliated briskly, by taking aim at those exposed when loading their cannon at the embrasures, and in this deliberate work of death we were pretty successful, as was evident from the irregular discharge from those parts exposed to the effects of our unceasing shot. On this day, a large shell dropped into the trenches near a Serjeant Fullen, who to evade its effects, caught it up like a large putting-stone, and to the terror and astonishment of many, threw it over the bastion, where it exploded, without doing the smallest mischief! The other occurrences and casualties at this time were so very similar to those already mentioned, that I omit their relation.

Here, as on other occasions when mingled with the Portuguese soldiers, we had frequent dealings with them for their rations of rum,

which they reserved in horns, and, being very abstemious from liquors, were always willing to dispose of. If provisions were scarce, they would only exchange their rum for bread, if plenty, they would have money; but as we sometimes had neither, stratagem was resorted to in their place. Their common salutations when holding out their horns was, *Compra ruma?* "Will you buy rum?" our answer, *Si Senhor, provemos primeiro,* "Let's try it first." Taking a hasty mouthful and passing it to another, we exclaimed, *Ah naõ esta bom ruma,* "It's not good rum," and in this manner their horns were often nearly emptied in these trials; on which discovery, their owners would exclaim in great agitation, *Ah, ladraõ! bebe todo,* "Ah, thief! you have drunk it all." When higgling and not likely to agree in those bargains, they would put the horn to their mouths, and giving a great stagger, declare that they would get drunk and fight like the *Inglezes.*

On the morning of the 14th, the grand battery, consisting of brass twenty-four pounders, and some howitzers, opened on Fort St. Christoval; but, though a spirited fire was kept up, it was soon evident that they must be silenced by that of the enemy, who being in a great measure disengaged on that quarter, poured a terrible and overwhelming fire upon them. By the following morning, our fire was considerably abated, several of the cannon being dismounted, and the muzzles of others so beaten by the large shot struck against them as to be unserviceable, and by noon only one gun was enabled to reply to the furious and unremitting cannonade of St. Christoval. Major Ward's battery was still without cannon, hence unable to take any part in the severe and conflicting events going forward. Fortunately, on this evening an express arrived from Marshal Beresford, to raise the siege, and hasten to join him in the direction of Albuera, as Marshal Soult was advancing from Seville with a powerful army to the relief of Badajoz. At twilight our outposts were withdrawn, and every article brought off that was serviceable; and pressing forward with cheerful alacrity, we entered Elvas by eleven o'clock the same night. Heartily tired of the dangerous and harassing service we had left, we rejoiced at decamping from a place that had been marked by a succession of the most perilous services, and conceived that any change must be for the better, compared with our state for the last eight days. Indeed, there is no duty so truly harassing to a soldier as a protracted siege, and certainly none to which he feels so marked an aversion. A general action or assault brings matters to a speedier issue, and valour and military gallantry have there a more extended field; and except a disastrous retreat, there is no situation which damps the spirit and ardour of an army so much as a tedious siege.

We halted only a few hours at Elvas, and continuing our route, crossed the Guadiana at Jurumanha, and during our march, heard at intervals the deep rolling sounds of artillery in the direction of Albuera. Late on this evening we entered Olivenza, where we halted till about two o'clock next morning, and on setting out, met some of those who had been wounded early in the action we had heard the preceding day. Their accounts were vague and contradictory as to the probable issue of the contest they had left. In our progress we passed numerous groups of wounded, seated on mules or asses, and many straggling slowly forward on foot, or lying by the road, some of whom were already dead. Their numbers increased as we advanced, and fully

testified that the battle had been one of the most sanguinary kind. Such scenes as these were really ill calculated to excite a thirst for military fame, and the "pride and pomp of glorious war," yet they did not in the least damp our ardour to step out, for though generally young in years, we were veterans in warfare, and as well inured to the warlike sounds of the cannon, as to that of the bugle or drum.

About six o'clock, A.M. we came in sight of our troops on the field of battle at Albuera; the French were discerned near a wood, about a mile and a half in their front. We now advanced in subdivisions, at double distance, to make our numbers appear as formidable as possible, and arriving on the field, piled our arms, and were permitted to move about. With awful astonishment, we gazed on the terrific scene before us; a total suspension took place of that noisy gaiety so characteristic of Irish soldiers; the most obdurate or risible countenances sunk at once into a pensive sadness, and for some time speech was supplanted by an exchange of sorrowful looks and significant nods. Before us lay the appalling sight of upwards of 6000 men, dead, and mostly stark-naked, having, as we were informed, been stripped by the Spaniards during the night; their bodies disfigured with dirt and clotted blood, and torn with the deadly gashes inflicted by the bullet, bayonet, sword, or lance, that had terminated their mortal existence. Those who had been killed outright, appeared merely in the pallid sleep of death, while others, whose wounds had been less suddenly fatal, from the agonies of their last struggle, exhibited a fearful distortion of features. Near our arms was a small stream almost choked with bodies of the dead, and from the deep traces of blood on its miry margin, it was evident that many of them had crawled thither to allay their last thirst. The waters of this oozing stream were so deeply tinged, that it seemed actually to run blood. A few perches distant was a draw-well, about which were collected several hundreds of those severely wounded, who had crept or been carried thither. They were sitting, or lying in the puddle, and each time the bucket reached the surface with its scanty supply, there was a clamorous and heart-rending confusion; the cries for water resounding in at least ten languages, while a kindness of feeling was visible in the manner this beverage was passed to each other.

Turning from this painful scene of tumultuous misery, we again strolled amongst the mangled dead. The bodies were seldom scattered about, as witnessed after former battles, but lying in rows or heaps; in several places whole subdivisions or sections appeared to have been prostrated by one tremendous charge or volley.

We here found the Fusileer and Portuguese brigades of our division, whom we had not seen since we went to Badajoz, where they had also been employed. They had arrived on the ground just before the action commenced, in which the former brigade was nearly annihilated. When we separated from them at Olivenza, the Fusileers amounted to at least 2250 men, and on their muster this day, only about 350 stood in their ranks. Before their going to Badajoz, 29 men of our regiment had been detached to this brigade, to assist as artificers during the siege of that fortress; of these only one now remained fit for service. The loss in several other British regiments was reported to have been equally severe; those of the 3d, 31st, 48th, 57th, and 66th, were particularly mentioned, and the field before us presented

ample proofs that those reports were but too true. All the survivors with whom we conversed were heartless and discontented. They complained bitterly that the army had been sacrificed by a series of blunders, especially in placing the Spaniards on the key of the position, and in not crediting that the Lancers, who had for a time been mistaken for Spaniards, were really French. In our inquiries amongst the Fusileers, the following particulars were collected on the spot; but before proceeding to their relation, I shall notice the numbers of the contending armies, and relative situations to the bloody field.

The combined army was under the orders of Marshal Beresford, and amounted to nearly 28,000 men, forming in round numbers about the following proportions; 12,000 Spaniards, 8,000 Portuguese, some German artillery and riflemen, and the remainder British. Marshal Soult commanded the French forces, consisting of at least 25,000 veteran troops, about 4,000 of whom were cavalry, a species of force in which we were very defective. The enemy occupied exactly the same position as noticed on our advance thither; and our army the same ground as at this time. About half a mile in our front was a river, from which the ground towards us rose in a gentle swell, free from ditches or wood, except a few dwarfish shrubs. Near the extremity of our line on the right, the ground was more elevated, rising into a few knolls; and rather in front on the left, was the ruinous village of Albuera, on the great road leading to a bridge over the river. The only living creatures seen in Albuera at this time, were an old man and a cat.

About eight o'clock on the morning of the 16th, the enemy began to move from the wood seen in front, which till that time had concealed their numbers. Soon after, several columns advanced towards the river, one of which immediately crossed on the right, and commenced a vigorous attack on the Spaniards, while others attempted to pass at fords and at the bridge. The Spaniards, consisting of the united corps of Generals Blake, Castanos, and Ballasteros, defended themselves with the utmost bravery, but were at length driven from their position, leaving behind them ample and indubitable proofs of the obstinate valour by which it had been maintained. From this post the enemy's artillery was now enabled to rake the field, and scattered death throughout our line. Before even attempting its recovery, it became necessary to change our front, and while executing this manœuvre, a large body of French lancers, which had been for some time hovering about, dashed between the open divisions, and in the confusion that ensued, a dreadful havoc was made before they could be expelled. Favoured by a tremendous shower of rain and hail, which had fallen early in the action, those lancers passed the river unobserved, and on the storm abating, they were seen in front within musket-shot of our lines, and reports were made that they were French, but not credited. From their being thus allowed to move quietly about, they evidently perceived that they were mistaken for friends, and kept in a compact body, waiting an opportunity to pounce upon us. At length, while our divisions were detached, in the act of deploying into line, they advanced in squadrons at full gallop, shouting in Spanish, "*Vivan los Ingleses*," "*Vivan los amigos de España*," and the next moment they were in our ranks, which were so completely surprised, that whole companies were destroyed without firing one shot.

The defeat of the enemy, the recovery of the heights that had been

so fatally lost, and the other events of this memorable action being so well known, I omit their relation, and shall only observe, that my narrators gave their commander little credit for what has been since termed one of the most brilliant victories of the Peninsular war. Their complaints were loud and general, and always ended with some expression of deep regret for the absence of him whom we looked up to with unlimited confidence, whose presence gave us additional courage, and under whom we deemed ourselves invincible and certain of success,—need I add that person was WELLINGTON!

From the heavy rain that had fallen the preceding day, and the trampling of men and horses, the field of battle was at this time a perfect puddle, without one dry or green spot on which we could repose or be seated. Wearied and chilled after our forced march, and wading through the sloughs, we kindled fires, and as fuel could not be had, the muskets lying about were thrown on promiscuously for that purpose. These arms made truly a crack fire, for several being charged immediately exploded, the balls whistling through the mud and casting it up in our faces. Alarmed at those salutes, we for some time examined if the guns were discharged, but tired of those researches, several again exploded, happily without doing any mischief.

On this night our situation was, if possible, more gloomy and uncomfortable than any we had yet experienced, war on every hand presenting one of his most horrid and terrific forms, while at the same time we laboured under the greatest privations. Neither provisions nor liquors could be had at any price, and the surrounding country was so wild and depopulated, as to bid defiance to all attempts to better our state, even by marauding. The only place of rest, if such it could be called, was sitting on our knapsacks in the mud, into which many occasionally dropped, overcome with sleep and fatigue, and remained for a time as insensible as the gory corpse on the field. During those heavy and lengthened hours, when about to fall into the mire, I several times started up and gazed on this strange and appalling scene. The ghastly lines of the dead were faintly visible through the gloom, while the deep snoring of those lying about, or who still maintained their balance on their seats, nearly drowned the calls of the sentinels and the low moanings of the mutilated soldiers who still continued to feel. The dull monotony of those sounds were at times broken by others in strict unison with such a time and place. From about midnight, the howling of wolves was heard in the direction of the river; they had probably left their dens in the adjacent wood to feast on this field of carnage. Their howls seemed at times as if answered by the calls and croakings of the birds of prey which kept hovering about. I even thought that they seemed to say, "Why remain you here, after having laid out for us such a grand and rich repast?" The thoughts of home, the friends I had there left, and the fabulous legends of infancy, passed over my memory in quick review; I paused, and found that the most horrid of those "tales of terror," all the ideal terrors of romance, were surpassed by the horrid realities before me. I several times endeavoured to collect my bewildered thoughts in contrasting my former and present state, but recoiled with horror from the task, and found that truth was indeed strange, "stranger than fiction."

S.

LETTERS FROM GIBRALTAR.

BY THE AUTHOR OF "THE MILITARY SKETCH BOOK."

January 31st, 1830.

GENTLEMEN of the United Service, previously to my leaving England, I promised the Editor of your excellent periodical, that, as soon as I should find myself quietly settled on the lap of Gibraltar, I would commence a series of letters on such subjects connected with the old garrison, as I might deem interesting to you, and transmit them *seriatim* for insertion in the Journal. I, therefore, hasten to my agreeable task, and "take up my pen," as ancient epistolarians say, to prepare for your perusal

No. I.

I have, hitherto, been accustomed to picture this pillar of Hercules in my fancy as an isolated rock, standing out from the beauties of nature, like a thing unfit to mix with them; a garrison, in which nothing was to be seen but shot, shell, batteries and stone walls; nothing heard but the hoarse voice of command, the rattling of drums, and the bellowing of artillery. I was led to look upon it as a spot where luxury was a stranger, and society a cripple, where disease sat brooding over her emaciated victims, and *ennui* stood ready with her iron chain to shackle down the luckless visitors of her miserable shore. But what a false opinion had I conceived of the place! What a dupe have I been to the discontented grumblings of home-sick subalterns, and the stiff and stony descriptions of military authors! So different is Gibraltar to my open eyes, from the reports of the one set and the writings of the other, that I almost imagine myself in a new and undescribed land. Instead of a hill of horrors, a rock of misery, a garrison of monotonous melancholy, a devil's hole, unfit for the elegance and refinement of any of his Majesty's ensigns, I find as good and as pleasant a quarter as an officer need wish, and well worthy of all whose *beau idéal* of life is not made up of a park ride, a sail on the Thames, a promenade through the misty streets of London, and the civic vapour of coals and porter.

Before I had gone a dozen paces from the Horse-guards with my order to embark, I was assailed by the sympathies of a group of brother-subs on the "peculiar hardness of my fate:" one sorrowfully assured me that I should be starved to death on the rock; a second, that I should be baked into a cinder by the sun; and a third, that I had not the slightest chance of escape from atrabilious dissolution! On landing here little better consolation awaited my inquiries, and I became somewhat alarmed on hearing young fellows declare (although health bloomed on their cheeks, and merry Andalusian ponies frisked between their padnagging knees) that they were "cursedly sick of this infernal place!" In fact, for the first night, my rest was entirely spoiled with horrid anticipations and more horrid dreams, and I began seriously to give way to the melancholy representations that had produced them. But my own senses soon came to my relief, and convinced me of the folly of relying upon those of others in such a case as this. I was soon enabled to judge for myself, and to set down to affectation, bad taste, or the inability to enjoy what is worth the enjoying, the opinions of my friends on the "miseries" of Gibraltar. And, indeed, what could be

more at variance with the truth? Where could they point me out a better quarter for those who know how to avail themselves of its advantages? I am not the most apathetic nor the most easily satisfied in the pleasures of life, yet I meet with nothing here to excite my discontent, or my patience, or my regrets; but the reverse—enjoyments open to me for which I have in vain looked in some of the best garrisons at home. Here, at every step I go, I find food for pleasing contemplation and interesting description. I see around me the grandeur, magnificence, and sublimity of Nature. From every object I hear the whisperings of antiquity, and the visions of by-gone wars flit before my sight in their gorgeous colours from hill to hill and from wave to wave. Seated on the pinnacle of my rock, high over land and sea, I fancy I behold the ships of Tyre and the Scythian multitudes re-appear about me, where once they crowded in full and busy life: Carteia's temples rise from the green grass beneath my eye; her fields become ripe with the riches of agriculture, and her quays covered with costly merchandize. I shift my glance down upon the shining Mediterranean, and at a thought the gallies of Rome cover its surface; the voices of Scipio and of Lælius ring in my ear; their legions tread down Carthaginian glory, and their invading eagles wave over the land. Then come Genseric and his Vandals; and in their turn appear the turbaned Moors from their high coast before me; their gilded crescents glitter through the shade of Abyla, that gracefully stretches down her drapery of hills on either side; their prows approach; they rush to the mountain at my feet, and the shores of the bay are covered with their white hordes. I see them build their city, and begin their Spanish empire on the ruins of Gothic greatness. And now the fall of Roderic and the glory of his deeds steal upon me like a fairy song; and the beauties and the sorrows of the fair Cava, pleading the pardon of her father's perfidy, pass across my senses like a beautiful dream. These scenes, and a thousand that follow them, delight my imagination; history and romance blend around me their enchanting influence, and make for me a lovely little world of enjoyment.

And when I have indulged in those half-real visions, when I have had enough of the sublime, I can descend from the airy cliff, and enjoy the more positive pleasures of human nature. I can have a gallop on a good horse: I may fly to meet the breeze of health along the yellow margin of the bay, or over the hills of Andalusia. If inclined for a less desirable, but more fashionable recreation, I may stroll down to the Alameda amongst picturesque cottages, gardens and graperies, strewed throughout the spacious and fertile hollow of the mountain, and there mingle with the gay groups that frequent their green and pleasant allies. Should I desire a change to the *plaça* of a Spanish town, I may step into my butterfly boat, and skim across to Algeziras, over the glassy water. There I may bask in the blaze of the *Señorita's* burning eyes that peep from the shaded balcony, or the Moorish roof, in admiration of my—regimentals! I can then refresh myself with an *olla podrida*, and a cup of *val de peñas*, and having lighted my segar, up helm and back to my barrack, just in time for the merry mess. "Ay, there's the rub"—the merry mess, young gentlemen. If a meal of the ideal will not win you for the rock—if a draught of the intellectual or the romantic will not cool your thirst for discontent, then let

us turn to the tangible, the corporeal, the absolute gastric. Are you proof against such solid arguments, ye hopeful aspirants for companies! who have dwindled away days, months, years, in some stingy country quarter, or American wigwam, or African wilderness, whose perfection of enjoyment never surmounted rump-steaks and common port? Where shall you find a mess like that which Gibraltar affords, nearer than the East or West Indies?—fat venison, rich fruits, choice fish, prime poultry, and all the other luxuries of Kitchener; with champaign, claret, sherry, and Madeira, unencumbered by the charges of the revenue. There again is the rub—your mess is within the mouthstrings of your purse. Where could you live better? Where could you so drink your wine, ride your horse, keep your boat, and defy the duns? Here you have Spain for your park, Barbary for your garden, and the Mediterranean for your fish-pond; you have a clear sky, and it is your own fault if you have not a light heart; for in Gibraltar we have no fogs, and razors are only used for shaving.

But I am now getting into a passion with those junior gentlemen; I must curb my temper, (and Heaven knows it is a difficult matter, seeing as I do their absurdity,) or I shall forget the worthy readers of the "*United*," to whom I am addressing my letter, and to whom I shall in due place detail the peculiarities of Gibraltar. So, to my purpose. I came out here in a freight ship; that is, a vessel hired by Government for the conveyance and victualling of troops from one port to another. Of the merits of such vessels being now enabled to speak, I am anxious to touch upon them, in the hope that those who employ them, may learn how far the contracts of the owners are fulfilled, and how the most liberal intentions towards the accommodation of officers are rendered nugatory in this kind of transport.

Of all the modes of conveying troops over sea existing, none would be more desirable than that by freight-ships, if the intentions of the Government were fulfilled in them; but as it is conducted at present, there cannot be a worse. In a hired, or regular transport, an officer certainly has nothing allowed him but the ordinary rations, and he must find for himself all comforts beyond these, even to his bed, and knife, and fork; but of this he is aware, and of course provides accordingly: and for a voyage to Gibraltar, half-a-dozen officers may lay in their sea-stock for about 5*l.* apiece; at least, they can procure a more plentiful and better supply than we met with on board the freight-ship in which I came out: that is enough for my argument. Now, we paid in this ship 4*l.* each on embarking, which is the sum regulated by contract, the Government itself paying 16*l.* per head, making up the sum of 20*l.* for the finding and passage of each officer. This is paying amply; it is as much as any merchant-vessel demands for a passage from London to Gibraltar, nay, 5*l.* more than some will require, and for which an excellent table, and wine, with all other necessary comforts for the voyage, are furnished. We were to be found in every thing that would, generally speaking, constitute a table fit for gentlemen; even the number of meals is specified in the contract—breakfast, dinner, tea, and supper, and also that we should have a pint of wine each per day. In short, the one contracting party requires, and the other agrees to provide, as comfortable accommodation as any officer could expect, or any passage-vessel furnish. The number of officers were

nine, for whom were paid to the owner of the ship 180*l.* and for this sum, (enough, in conscience, for a passage of from eight to thirty-five days,) we were entertained in a way we could not possibly have expected. Were our list of sea-stock written down in a neat, fair hand, (such as, no doubt, appeared on the face of the contract,) and presented to the public, as a proof of our accommodation, few if any would sympathise with us for what we called our necessities: it would be seen that we possessed fowls, ducks, pigs, fish, baker's bread, vegetables, butter, loaf-sugar, and eggs, in addition to the ship's provisions. But to have seen these articles, and—Oh, shade of Curtis!—to have eaten of them, would have excited the pity of the whole population for the penance we endured. As it was with the conscientious Hibernian, who wishing to boast of the good living he had enjoyed in his native country, at the same time desirous of preserving his veracity, declared he had while at home always sat down to "*roast and boiled of the best,*" but ingeniously left out the substantive *potatoes;*—so it was with the sea-stock of our freight-ship; we possessed these provisions truly, but the fowls, the ducks, and the pigs, were little better than if they had been dried as preparations for an anatomical museum; the butter would excite the disgust of a Cossack; the bread and the eggs, by the clever manœuvring of the steward, lasted only until we were out of the Channel, and to fulfil the truth of the item *fish,* the Captain prudently purchased at Plymouth two *hake;* which species being the most plentiful in that port, is also the cheapest. One of these, on being brought to the ship, as if in contempt of the mess of which it was to be part, slipped back into its natural element, and the other was divided amongst nine of as acute eaters as ever sat down to a sturgeon. The most griping workhouse would not have purchased the vegetables for its paupers, and the yellow "white" sugar crumbled into powder at the touch of the tongs. While yet in the Thames we were without milk; and although we stopped at *Cowes,* (which the author of "Whims and Oddities" will assure you ought to have supplied us with that luxury,) yet we could not procure a drop; even Plymouth, so remarkable for the abundance and excellence of its cream, where we remained for three days, could not afford us as much as would qualify the coarseness of our black tea.

Now all this is a grievance in its way. I can bear privation as well as others, where there is a necessity for it; I can live upon my rations as I have done before; but when I know I am entitled to better fare; when I see that I am, as it were, tricked out of my comforts to preserve the purse of a cunning contractor, I feel it a duty I owe the Service as well as myself to complain, particularly when I know that the remedy is very simple; and that is nothing more than to empower all officers embarking on board a freight-ship, to examine and approve of the sea-stock, to judge of it according to a written scale given by the Government, *before* the vessel shall weigh anchor, and not *after* the voyage, as is the case at present.

I pray you, gentlemen at home, speak of this to your friends, murmur it at the Club, hint it at the Horse Guards; you may be yourselves yet in similar situations, notwithstanding your present peaceful ease and enjoyment, which I hope sincerely may not happen; therefore bestir and check the evil before it become a fixed and rooted

abuse. Either let us have transports for our voyages, as we have had formerly, or compel the masters of freight-ships to provide us more suitably in future.

I have now been about two months in the garrison, and during that short time I have seen and heard and thought of many things worth writing down for your entertainment; but as I cannot within the limits of one letter touch on all, I will begin with the most interesting matter, and from its nature, I judge it will be as much as I can speak of for the present. In my next communication, however, I shall have more room for remark, and shall give you a glance at our little colony of a more varied character.

The subject, then, that shall occupy the remainder of this letter, is the career of a desperate pirate, who was tried and executed here last week. He had been a prisoner in the garrison for nineteen months, during which time the British Government spared neither pains nor expense to establish a full chain of evidence against him. The affair has caused the greatest excitement here, as well as at Cadiz, owing to the developement of the atrocities which marked the character of this man, and the diabolical gang of which he was the leader. Nothing else is talked of; and a thousand horrors are added to his guilt, which, although he was guilty enough, he has no right to bear. The following is all the authentic information I could collect concerning him. I have drawn it from his trial, from the confessions of his accomplices, from the keepers of his prison, and not a little from his own lips. It will be found more interesting than all the tales and sketches furnished in the "Annuals," magazines, and other vehicles of invention, from the simple fact—that it is truth and not fiction.

Benito de Soto was a native of a small village near Corunna; he was bred a mariner, and was in the guiltless exercise of his calling at Buenos Ayres, in the year 1827. A vessel was there being fitted out for a voyage to the coast of Africa, for the purpose of smuggling slaves; and as she required a strong crew, a great number of sailors were engaged, amongst whom was Soto. The Portuguese of South America have yet a privilege of dealing in slaves on a certain part of the African coast, but it was the intention of the captain of this vessel to exceed the limits of his trade, and to run farther down, so as to take his cargo of human beings from a part of the country which was proscribed, in the certainty of being there enabled to purchase slaves at a much lower rate than he could in the regular way; or, perhaps, to take away by force as many as he could stow into his ship. He therefore required a considerable number of hands for the enterprise; and in such a traffic, it may be easily conceived, that the morals of the crew could not be a subject of much consideration with the employer. French, Spanish, Portuguese, and others, were entered on board, most of them renegadoes, and they set sail on their evil voyage, with every hope of infamous success.

Those who deal in evil, carry along with them the springs of their own destruction, upon which they will tread, in spite of every caution, and their imagined security is but the brink of the pit into which they are to fall. It was so with the captain of this slave-ship. He arrived in Africa, took in a considerable number of slaves, and in order to

complete his cargo, went on shore, leaving his mate in charge of the vessel. This mate was a bold, wicked, reckless, and ungovernable spirit, and perceiving in Benito de Soto a mind congenial with his own, he fixed on him as a fit person to join in a design he had conceived, of running away with the vessel and becoming a pirate. Accordingly the mate proposed his plan to Soto, who not only agreed to join in it, but declared that he himself had been contemplating a similar enterprise during the voyage. Thus both were at once of a mind, and they lost no time in maturing their plot.

Their first step was to break the matter to the other members of the crew. In this they proceeded cautiously, and succeeded so far as to gain over twenty-two out of the whole, leaving eighteen who remained faithful to their trust. Every means were used to corrupt the well disposed; both persuasion and threats were resorted to, but without effect, and the leader of the conspiracy, the mate, began to despair of obtaining the desired object. Soto, however, was not so easily depressed. He at once decided on seizing the ship upon the strength of his own party; and without consulting the mate, he collected all the arms of the vessel, called the conspirators together, put into each of their possession a cutlass and a brace of pistols, and arming himself in like manner, advanced at the head of the gang, drew his sword, and declared the mate to be the commander of the ship, and the men who joined him part owners. Still, those who had rejected the evil offer remained unmoved; on which Soto ordered out the boat, and pointing to the land, cried out, "There is the African coast; this is our ship—one or the other must be chosen by every man on board within five minutes."

This declaration, although it had the effect of preventing any resistance that might be offered by the well-disposed to the taking of the vessel, did not change them from their purpose; they still refused to join in the robbery, and entered one by one into the boat, at the orders of Soto, and with but one pair of oars (all that was allowed to them) put off for the shore, from which they were then about ten miles' distant. Had the weather continued calm, as it was when the boat left the ship, she would have made the shore by dusk; but unhappily a strong gale of wind set in shortly after her departure, and she was seen by Soto and his gang struggling with the billows, and approaching night, at such a distance from the land as she could not possibly accomplish while the gale lasted. All on board the ship agreed in the opinion that the boat could not live, as they flew away from her at the rate of ten knots an hour, under close-reefed topsails, leaving their unhappy messmates to their inevitable fate. Those of the pirates who were lately executed at Cadiz, declared that every soul in the boat perished.

The drunken uproar which that night reigned in the pirate-ship was in horrid unison with the raging of elements around her: contention and quarrelling following the brutal ebriety of the pirates; each evil spirit sought the mastery of the others, and Soto's, which was the fiend of all, began to grasp and grapple for its proper place—the head of such a diabolical community.

The mate (now the chief) at once gave the reins to his ruffian tyranny; and the keen eye of Soto saw, that he who had fawned with him the day before, would next day rule him with an iron-rod. Prompt in his actions as he was penetrating in his judgment, he had

no sooner conceived a jealousy for the leader, than he determined to put him aside; and as his rival lay in his drunken sleep, Soto put a pistol to his head, and deliberately shot him. For this act he excused himself to his crew, by stating to them that it was in *their* protection he did the act; that *their* interest was the other's death; and concluded by declaring himself their leader, and promising a golden harvest to their future labours, provided they obeyed him. Soto succeeded to the height of his wishes, and was unanimously hailed by the crew as their captain.

On board the vessel, as I before stated, were a number of slaves, and these the pirates had well secured under hatches. They now turned their attention to those half-starved, half-suffocated creatures: some were for throwing them overboard, while others, not less cruel, but more desirous of gain, proposed to take them to some port in those countries that deal in human beings, and there sell them. The latter recommendation was adopted, and Soto steered for the West Indies, where he received a good price for the slaves. One of those wretched creatures, a boy, he reserved as a servant for himself; and this boy was destined by Providence to be the witness of the punishment of those white men who tore away from their homes himself and his brethren. He alone will carry back to his country the truth of Heaven's retribution, and heal the wounded feelings of broken kindred with the recital of it.

The pirates now entered freely into their villainous pursuit, and plundered many vessels; amongst others was an American brig, the treatment of which forms the *chef-d'œuvre* of their atrocity. Having taken out of this brig all the valuables they could find, they hatched down all hands in the hold, except a black man, who was allowed to remain on deck, for the special purpose of affording in his torture an amusing exhibition to Soto and his gang. They set fire to the brig, then lay to, to observe the progress of the flames; and as the miserable African bounded from rope to rope, now climbing to the mast-head—now clinging to the shrouds—now leaping to one part of the vessel, and now to another,—their enjoyment seemed to arise to its highest pitch. At length the hatches opened to the devouring element, the tortured victim of their fiendish cruelty fell exhausted into the flames, and the horrid and revolting scene closed amidst the shouts of the miscreants who had caused it.

Of their other exploits, that which ranks next in turpitude, and which led to their overthrow, was the piracy of the Morning Star. They fell in with that vessel near the Island of Ascension, in the year 1828, as she was on her voyage from Ceylon to England. This vessel, besides a valuable cargo, had on board several passengers, consisting of a major and his wife, an assistant-surgeon, two civilians, about five-and-twenty invalid soldiers, and three or four of their wives. As soon as Benito de Soto perceived the ship, which was at daylight on the 21st of Feb. he called up all hands, and prepared for attacking her: he was at the time steering on an opposite course to that of the Morning Star. On reconnoitring her, he at first supposed she was a French vessel; but Barbazan, one of his crew, who was himself a Frenchman, assured him the ship was British. "So much the better," exclaimed Soto, in English, (for he could speak that language,) "we shall find the more booty." He then ordered the sails to be squared, and ran be-

fore the wind in chase of his plunder, from which he was about two leagues' distant.

The Defensor de Pedro, the name of the pirate ship, was a fast sailer, but owing to the press of canvass which the Morning Star hoisted soon after the pirate had commenced the chase, he did not come up with her so quickly as he had expected: the delay caused great uneasiness to Soto, which he manifested by muttering curses, and a restlessness of manner. Sounds of savage satisfaction were to be heard from every mouth but his at the prospect; he alone expressed his anticipated pleasure by oaths, menaces, and mental inquietude. While Barbazan was employed in superintending the clearing of the decks, the arming and breakfasting of the men, he walked rapidly up and down, revolving in his mind the plan of the approaching attack, and when interrupted by any of the crew, he would run into a volley of imprecations. In one instance, he struck his black boy a violent blow with a telescope, because he asked him would he have his morning cup of chocolate; as soon, however, as he set his studding sails, and perceived that he was gaining on the Morning Star, he became somewhat tranquil, began to eat heartily of cold beef, drank his chocolate at a draught, and coolly sat down on the deck to smoke a cigar.

In less than a quarter of an hour, the pirate had gained considerably on the other vessel. Soto now, without rising from where he sat, ordered a gun, with blank cartridge, to be fired, and the British colours to be hoisted: but finding this measure had not the effect of bringing the Morning Star to, he cried out, "Shot the long-gun and give it her point-blank." The order was obeyed, but the shot fell short of the intention, on which he jumped up and cursed the fellows for bunglers who had fired the gun. He then ordered them to load with canister shot, and took the match in his own hand. He did not, however, fire immediately, but waited until he was nearly abreast of his victim; then directing the aim himself, and ordering a man to stand by the flag to haul it down, fired with an air that showed he was sure of his mark. He then ran to haul up the Columbian colours, and having done so, cried out through the speaking-trumpet, "Lower your boat down this moment, and let your captain come on board with his papers."

During this fearful chase the people on board the Morning Star were in the greatest alarm; but however their apprehensions might have been excited, that courage, which is so characteristic of a British sailor, never for a moment forsook the captain. He boldly carried on sail, and although one of the men fell from a wound, and the ravages of the shot were every where around him, he determined not to strike. But unhappily he had not a single gun on board, and no small arms that could render his courage availing. The tears of the women, and the prudent advice of the passengers overcoming his resolution, he permitted himself to be guided by the general opinion. One of the passengers volunteered himself to go on board the pirate, and a boat was lowered for the purpose. Both vessels now lay-to within fifty yards of each other, and a strong hope arose in those on board the Morning Star, that the gentleman who had volunteered to go to the pirate might, through his exertions, avert, at least, the worst of the dreaded calamity.

Some people here, in their quiet security, have made no scruple of *declaring*, that the commanding officer of the soldiers on board should

not have so tamely yielded to the pirate, particularly as he had his wife along with him, and consequently a misfortune to dread, that might be thought even worse than death: but all who know the true state of the circumstances, and reflect upon it, will allow that he adopted the only chance of escaping that which was to be most feared by a husband. The long-gun, which was on a pivot in the centre of the pirate-ship, could in a few shots sink the Morning Star; and even had resistance been made to the pirates, as they boarded her—had they been killed, or made prisoners—the result would not be much better. It was evident the Defensor de Pedro was the best sailer; consequently the Morning Star could not hope to escape: in fact, submission, or total destruction, was the only choice. The commanding officer, therefore, acted for the best when he recommended the former. There was some slight hope of escaping with life, and without personal abuse, by surrendering, but to contend must be inevitable death.

The gentleman who had gone in the boat to the pirate returned in a short time, exhibiting every proof of the ill treatment he had received from Soto and his crew. It appears, that when the villains learned he was not the captain, they fell upon him and beat him, as well as the sailors along with him, in a most brutal manner, and with the most horrid imprecations told him, that if the captain did not instantly come, on his return to the vessel, they would blow the ship out of the water. This report at once decided the captain in the way he was to act. Without hesitation he stepped into the boat, taking with him his second mate, three soldiers, and a sailor boy, and proceeded to the pirate. On going on board that vessel, along with the mate, Soto, who stood near the main-mast, with his drawn cutlass in his hand, desired him to approach, while the mate was ordered, by Barbazan, to go to the forecastle. Both these unfortunate individuals obeyed, and were instantly slaughtered.

Soto now ordered six picked men to descend into the boat, amongst whom was Barbazan. To him the leader addressed his orders, the last of which was, to take care to put all in the prize to death, and then sink her.

The six pirates, who proceeded to execute this savage command, were all armed alike,—they each carried a brace of pistols, a cutlass, and a long sharp knife. Their dress was composed of a sort of coarse cotton checkered jackets and trowsers, shirts that were open at the collar, red woollen caps, and broad canvass waist-belts, in which were the pistols and the knives. They were all athletic men, and seemed such as might well be trusted with the sanguinary errand on which they were dispatched. While the boat was conveying them, Soto held in his hand his cutlass, reddened with the blood of the murdered captain, and stood scowling on them in silence; while another ruffian, with a lighted match, stood by the long gun, ready to support the boarding, if necessary, with a shot that would sweep the decks.

As the boarders approached the Morning Star, the terror of the females became excessive; they clung to their husbands in despair, who endeavoured to allay their fears by their own vain hopes, assuring them that by quiet submission nothing more than the plundering of the vessel was to be apprehended. But a few minutes miserably undeceived them. The pirates rapidly mounted the side, and as they jumped on deck,

commenced to cut right and left at all within their reach, uttering at the same time the most dreadful oaths. The females, screaming, hurried to hide themselves below as well as they were able, and the men fell or fled before the pirates, leaving them entire masters of the decks.

The brutal scene which followed the capture of the vessel I will not at present describe, having neither space nor time enough for its extent, but will defer it until my next letter; when I shall also give you an account of the providential manner in which the monster Benito de Soto, and the other pirates, were brought to justice. I shall, besides, attempt a description of Soto's person, which was the most remarkable I ever beheld; his face agreed well with the philosophy of Lavater, and his head fully honours the phrenologists.

BIOGRAPHICAL SKETCH
OF THE
LATE MAJOR TAYLOR, OF THE ROYAL ARTILLERY.

We have recently recorded the melancholy demise by apoplexy, of Major John Taylor, of the Royal Artillery, at Woolwich, on the morning of the 2d Jan. last, as he was returning from the mess to his own residence: he was found in a sitting posture, the spark of life utterly extinct.

Major Taylor was a native of Ireland, and was born in March 1779, at Carlanstown-house, near Castlepollard, county of Westmeath, the residence of his father, Bernard Taylor, Esq. Carlanstown-house had been the family mansion of the late Lord Nugent, maternal grandfather to the present Duke of Buckingham; it is now a heap of ruins, fading, as the subject of this memoir has faded, from the view. The oldest of the surviving peasantry may remember to have heard "the sounds of mirth in its halls;" but the present generation will scarcely have passed away, when the place thereof shall be no more known.

Mr. John Taylor received a liberal education, having been intended for one of the learned professions, and to this end he entered Trinity College, Dublin; but more inclined to arms, he relinquished academical pursuits ere he had matriculated, and availed himself of a favourable opportunity of obtaining a lieutenancy in the corps of Royal Irish Artillery, which he joined in the latter part of the year 1797, a period soon to be followed by one of military reminiscences not associated with "the pride, pomp, and circumstance of glorious war," and with which we are unable actively to connect the name of Lieut. Taylor. After the incorporation of the Irish with the British corps of artillery, he accompanied a detachment to the West Indies, where he remained nearly three years: this quarter of our colonial service is never marked by those brilliant characteristics which narration loves to dwell on; we therefore pass to his return, when he was attached to the gunboat service, which kept in check the invasion of England, threatened by the quixotism of Napoleon's ambition, or the politic display of a purpose, perhaps, as little intended as it was really practicable. Here his portion of the service was executed with spirit, intelligence, and activity. His next service was with Sir John Moore, whom he accom-

panied to the Baltic, and afterwards to the Peninsula, sharing, in a highly creditable degree, in the glories of the advance, and the still more glorious conduct of a retreat; the greatest disaster of which was the death, on the heights of Corunna, of the gallant General, who found a mortal grave where he fell, but gained an immortal monument in the history of his country. At the memorable passage of the Douro, displaying so eminently the courage and enterprise of the British army, Capt. Taylor, attached to Gen. Murray's division, with three guns, so discharged the important duty assigned him, that he contributed in no small degree to the success of the passage, although vigorously opposed by the rear-guard of the retreating French army, and to the consequences that followed. Gen. Murray's division crossed the river about three or four miles higher up than the rest of the British army, by which means the retreating French, under Marshal Soult, were flanked at both wings, and fled in confusion. In an account of this action, either through error or design, it was attempted to invest another artillery officer with the laurels won on the occasion by Capt. Taylor, but the mal-appropriation has been exposed, and justice done to the memory of a brave man.

After sharing in the perils and glories of several previous actions, Capt. Taylor was severely wounded at the battle of Talavera, where he gallantly contributed to victory under his illustrious countryman, the Duke of Wellington, by whom he was personally known and esteemed as a man and a soldier. The victory was not wholly unqualified. The French armies under the command of Soult, Ney, and Mortier, having formed a junction, and their combined force moving on the English army, against which Victor would also have rallied, the British commander found himself under the necessity of retreating from the field of his recent triumphs. The Spanish General, Cuesta, chose to remain, with an assurance to the Duke, that if forced to abandon the post, he would bring with him the wounded, amounting to about 4,000 men. The Spanish General did not perform his promise, for, on leaving Talavera, he left behind him the greater number of the wounded, and among these, Capt. Taylor fell into the hands of the French, and thus the ardent aspirations of a spirit thirsting after military action and fame, were repressed by a captivity of four years, until the peace restored him to liberty. On the termination of the war with France, in 1814, Capt. Taylor was employed on various stations of the home service in England and Ireland, until he got the command of the Kent or Dover district, which he held for five years. Immediately previous to this appointment, he attained to the brevet rank of Major. While in the Dover command, his polite and gentlemanly attentions caused Prince Polignac so to report of him to his royal master, the present King of France, Charles X. that his Majesty presented him with a superb case of pistols, accompanied by a gracious and highly flattering letter, written by his Majesty's own hand. He also received a very flattering address of thanks from the civic authorities of Dover, for his conduct while possessed of that important command.

From Dover, Major Taylor was ordered with a detachment of artillery to accompany the expedition to Portugal, fitted out under the ministry of the late Mr. Canning. It was the Major's last foreign ser-

vice, for which, and any continental duty, he was eminently qualified, as a good linguist, speaking and writing, fluently and correctly, the French and Spanish languages. He was also a lover of the fine arts, not unacquainted with the Belles Lettres, and an excellent amateur performer on the German flute. At the dinner table, or in the drawing-room, the Major was a universal favourite, from the vivacity of his spirits, and the extent and pleasing character of his conversational powers; and it is said of him, that he was never more felicitous in social display, than on the evening which, in so awful and affecting a manner, closed his valuable existence.

It imparts a collateral interest to his name and life to mention, that he was the nephew of the celebrated Abbé Taylor, who so narrowly escaped the massacre of the 6th of Sept. 1792, at Paris, through the means of a disguise obtained for him by a female. The Abbé was the bosom friend of the no less celebrated Abbé Edgeworth, the intrepid confessor, and faithful attendant at the scaffold of the unfortunate Louis the XVIth. On his escape from Paris, Abbé Taylor took refuge in his own country among his relations, but when peace was concluded he repaired to Rome to his friend Pope Pius the VIIth. who appointed him his chamberlain and almoner. In this situation he had peculiar facilities of rendering obliging and valuable attentions to the British visitors of rank, and of which he was always prompt to avail himself. A distinguished Irish nobleman will recollect that he and his lady having been introduced by the Abbé to the Sovereign Pontiff, and, together with their daughter, walking in the Quirinal gardens, when Pius the VIIth. took the young and lovely scion of nobility up in his arms, and tenderly folding her to his bosom, said with evident emotion, "Receive, my amiable child, the blessing of an old man?" and laying his right hand on her head, fervently ejaculated "May the God of all Christians bless thee!" the pretty creature smiled in the kind old man's face, and felt no dread of Popery, although its concentrated personification enfolded her.

The Abbé Taylor rendered a more signal service to his own native sovereign and state, than the occasional attentions which he was enabled to pay to British visitors. On the death of Cardinal York, the last of the exiled Stuarts, he obtained from the papal archives the whole of the correspondence between the Pretender and the Scotch and British malcontents, leading to the rebellions of the years 1715 and 1745, together with the identical sword worn by Prince Charles Edward, when, on the latter occasion, he led the Highland insurrection; all these the Abbé Taylor sent to his present Majesty, then Prince Regent. What a valuable resource would these now prove to any family, in this age of literary and antiquarian avidity! These circumstances relating to so near a relative to the subject of our memoir, can scarcely be considered a digression; but there yet remains to be told of Major Taylor what is more honourable to his memory, though not ostentatiously so, than any thing connected with his military life: one of the best of brothers, he was the chief stay and support of two sisters, one of them the mother of a numerous family, who, it is to be feared, are reduced to great destitution by his untimely death: had he lived to sell his commission, they had been amply provided for. He died at the age of fifty.

M. T.

THE STORY OF JA'FAR, SON OF THE SULTAN OF WADAI.

"Multa tulit fecitque puer."

It was no doubt a source of sincere pleasure, to those conversant with Levant affairs, to find that the merits of Mr. Barker, whose princely hospitality at Aleppo was so worthy of the British character, had at length attracted due regard; and that the ostensible appointments of Consul-General for our Government, and agent for the East India Company, have rewarded his honest integrity and arduous services. To this gentleman we now stand indebted for the following relation; and as Mahometan recitals rarely reach our all-devouring press, it is with no little gratification that we followed the vicissitudes of the Prince of Wâdâi. It is to Eastern climes that we are to look for those caprices of fortune, which are familiarized to us by the stories in the Arabian Nights; for there a slave is still exalted, or a viceroy annihilated, by a breath. This is a natural consequence of the despotism and ignorance prevalent in those regions; and it is not a little singular that, although no material advance in knowledge or art has occurred there, neither literature nor science are forbidden by the Koran, the Hadith, or other formulæ of their religion and law. "The ink of the learned," said Mohammed, "and the blood of the martyrs, are of equal value in heaven," an aphorism received by a people who now seem to have placed an arrest upon intellectual advancement. Even the useful arts appear to be unnoticed by the degenerate descendants of those Othmans who terrified the states of Europe. Although the invention of gunpowder was the first great check to the progress of Turkish power, we know that cannons were used at the conquest of Constantinople; and the former maritime superiority of a people, now the scorn of the ocean, is a remarkable event in the history of nations. Indeed, the attainments of the Arabians in astronomy, chemistry, and medicine, together with their wonderful developement of Algebra, were mainly owing to the fostering care of the Caliphs, the decline of whose power was marked simultaneously with that of Arabic learning. Some of the most obvious branches of education are still taught by the priests and talbes, but mathematical and philosophical speculations are depressed; the polite arts are so contemned, that it is held that no angel will visit the house which contains a portrait; and as theatres, monuments, and other public objects are obnoxious to the severity of their customs, architectural decoration is confined to mosques, kiosks, gardens, baths, and burial-grounds. On these accounts, and a consequent peculiarity of habits, Oriental tales are remarkable for a deeply graphic expression,—an expression of which we hope the adventures of Jâ'fâr will not prove destitute.

It appears that on the 4th of July, 1827, the Austrian brig Adesione anchored in the harbour of Alexandria, conveying a passenger who presented himself to Mr. Barker with a passport from the British Consul at Tripoli. He also bore a letter of introduction, describing him as *King* of Wâdâi, and stating that his passage to Egypt, as a portion of the route to Mecca, had been ordered by our Secretary of State for Foreign Affairs. Thus recommended, Mr. Barker did not hesitate to receive him into his family, until arrangements could be made for the

prosecution of his guest's pilgrimage; and the latter appeared to be delighted with his reception. He was a fine, tall, well-made youth, of apparently about twenty-two years of age, and though less black than the negro, was stamped with the characteristics of one. His address was extremely pleasing, and, when animated by conversation, he exhibited a sprightliness and vigour of intellect which, accompanied by a modest and dignified demeanour, gained him the good will of the European families residing at Alexandria, who, generously commiserating his destitute condition, provided him with the requisite means to prosecute his journey.

During his sojourn of seventeen days at the hospitable consulate, the pilgrim related, in Arabic, the various occurrences which had befallen him, since he quitted his paternal roof; and as they were both interesting and strange, Mr. Barker carefully committed them to paper; the whole was then strictly digested into the following Narrative:—

I am the eldest son of Hadji Abd-el-Kerim, late King of Wâdâi. My father was fond of Arabic literature, and being desirous that I should have a better education than could be given me in Warah, resolved, when I had nearly attained the age of thirteen, to send me to Cairo. With that view, he confided me to the care of one of his courtiers, 'Abd-el-Wâhed, a foreigner, of the tribe of Beni-Fâs, who was charged to conduct me to that city, celebrated as the residence of the most learned doctors in our law.

Preparations for our arduous journey being completed, we departed with 212 camels, and 500 slaves and eunuchs, which were much more than the number necessary for our service, but the surplus could, it was thought, be converted into money on the way, as our occasions might require.

The first part of our journey laid through inhabited districts, and cultivated downs, which abundantly supplied us with provisions. But it was at length necessary to quit those happy regions, and to rely for our sustenance on the stores that our camels could carry.

A month or more after our departure we entered a great desert,* our guides were imperfectly acquainted with it, and we wandered, we knew not where, for three long months. Our provisions were exhausted. For some time, the slaughter of our camels supplied us with food, but from our ignorance of the sites of the wells and pools, we suffered still more from thirst than from hunger. We then killed our camels, not for their flesh, but to obtain the small quantity of water that remained in their stomachs.† At last even that resource failed, and we were reduced to actual starvation, without a drop of water to assuage our burning thirst. Although the desert furnished a scanty

* It was the desert of Berdoa, as given by Leo Africanus. The shortest road to Cairo lay through Darfour or Dongola, but the route of the desert of Berdoa and Barcah to Alexandria was probably taken in consequence of Wâdâi being at war, or on unfriendly terms with those bordering kingdoms.

† The camel is provided by Nature with a fifth stomach, which serves to contain a reservoir of water without corrupting, or intermixing with other aliments,—a conformation, in virtue of which the animal may be truly styled the "ship of the desert." The water is caused to ascend by the contraction of certain muscles, into the throat, and when oppressed by heat, the bag is frequently projected, with a disagreeable gurgle.

subsistence to our camels, they all sunk under their sufferings from want of water, and as the last dropped down, we were compelled to leave our baggage on the ground wherever the animals died. The slaves, extenuated and exhausted, were day by day lying down to resign themselves to their inevitable fate,—like men who sleep without the hope of waking more. On the day of our deliverance, our party consisted of only twenty-four: myself, my tutor 'Abd-el-Wahed, my favourite slave Wasûf, fifteen common slaves, and six eunuchs. But a few more hours, and the love of life that till now had enabled us to wrestle with death, had been extinguished by our sufferings, and every one had stretched out his limbs to await the awful moment of his soul going to its eternal rest.*

It was four or five months after our departure from Wârâh, (for I cannot name the joyful day,) that we descried at noon, on the horizon of the desert,—oh! delightful sight!—a moving cloud of dust raised by human beings, making directly towards us. Their approach was so slow, that we often thought they had stopped to encamp; yet we could on our part make no efforts to hasten the meeting. At length they joined us, and the first draught of water that touched our parched lips, restored us to an instantaneous vigour, and to a happiness, that none can conceive, but those who have been placed in similar circumstances. All our sufferings were instantly forgotten, and the valuable effects we had scattered on the track, were, in our estimation, as the stunted weeds of the desert, that grew beside them.

The man whom it had pleased God to send to our rescue, was Saïf-en-Nasr, a white, Emir of the Arabs, Beni Suleimân. His followers, partly whites and partly blacks, were seven hundred horsemen. The party reposed till night-fall, when we proceeded, and in the morning arrived at Zilfi, a place on a hill, uninhabited indeed, but which afforded us plenty of shade beneath the date trees, and excellent spring water. We recruited our strength in this delightful spot, during eight days; we then travelled three days, resting every night, and arrived at Aûgilah, surprised to find ourselves so near to the habitation of men. This is a considerable town, dependent on the Pâchâlic of Tripoli: we remained there three days, and departed for Jâlô, a town six days' journey towards the coast. On the fourth after our departure, we met with a party of 1500 Arab horsemen, armed with muskets as well as ourselves. A battle immediately ensued, in which we lost twenty-seven men; but happily before more blood was spilt, we discovered that they were not enemies, but friends, and found that they had lost seventy men. The tribe was called El Mujâberah, and their chief Fedeïl.

After tarrying sixteen days in Jâlô (Zella?) partly for repose, and

* Lyon, speaking of the Kaffles from Wâdâi, says, "Many of the slaves and animals are often so exhausted by fatigue in passing this dreary road, that on being allowed a day's rest, they become too stiff and sore to proceed, and are thus left to perish." We ourselves, on questioning some of the merchants who had recently arrived at Tripoli, from the interior, learned that this cruel necessity was of common occurrence; and but a fortnight before my inquiry, a group of women and children had been abandoned. Some Arabs from Ghirza, on hearing of it went in quest of them, with a supply of water and provisions,—one boy only was found alive, and he recovered but to perceive the fate of his companions, for he also quickly sunk in death.

partly on account of the road being infested by the Sa'dî Arabs, we departed, yet on the fifth day of our journey, at daybreak, we fell in with those marauders. They were in greater force than our party, but we kept them at bay till mid-day, when the Emir Saïf-en-Nasr, foreseeing that he might be compelled to maintain his present defensive position for some time longer, sent me under an escort of twelve horsemen by an indirect road to Ben-Ghâzî, from which town we were not far off. We did not, however, reach the place that night, but encamped on an uninhabited spot called Erd-el-Yahûdî. At daybreak we were about proceeding on our way, when we were agreeably surprised by the arrival of the Emir, who told us that the Sheikh of the Murâbitî Arabs had come to his aid, and had made peace between him and the Sa'dî Arabs.

We left Erd-el-Yahûdî together, and before we had proceeded far, our march was again traversed by the Sa'dî Arabs, but we fought our way through with the loss of only eighteen men, and arrived safely at the sea-port of Ben-Ghâzî, at sunset.

My liberator now took an affectionate leave of me; the only way in which I could show my gratitude for his kindness was by offering him my six eunuchs, whom he accepted, and departed, recommending me to a very particular friend of his, residing in Ben-Ghâzî, a Mulatto named Semûmî. Here it was resolved that I should write a letter to my father, to inform him of the unfortunate issue of our journey. A learned person was found to tell the melancholy tale of our misfortunes, and to give a lively representation of our deplorable state of destitution. To this letter I put my seal,* and 'Abd-el-Wâhed, accompanied by a single slave, undertook to be the bearer of it.

Not being able to sell my slaves in Ben-Ghâzî, their maintenance became an insupportable burthen. I was therefore advised to confide nine of them to a Mograbine slave-merchant, going to Constantinople, who would sell them for me at the first market on his way to the capital, and remit the money to my friend Semûmî. This relieved me from the charge of subsisting a portion of my slaves, but I had no means of providing for the rest and for myself, so that I was soon after compelled to dispose of the remainder by confiding them to an itinerant merchant, who undertook to carry them with him to Midilli (Mytilene?) and sell them for my account. I was living on the bounty of my host, with my favourite young slave Wasûf, the sole remaining companion of my cares, but of this consolation I was soon to be bereaved. The poor lad shortly after sickened, and died in my arms. Upon this misfortune several others closely followed.

In due time the news reached us that my first venture of slaves, which had been embarked for Constantinople, was lost at sea; and the conductor of the remainder, who reached Midilli in safety, soon after fell ill and died, upon which my slaves being comprised in the property of the deceased, were confiscated by the governor of the place.

Some months had now elapsed in painful anxiety for the fate of 'Abd-el-Wâhed, and strange to tell,—I had not perceived till then,

* This mode of subscribing dispatches with a signet or seal, is of the remotest antiquity: Jezebel, in enmity to Naboth, "wrote letters in Ahab's name, and sealed them with his seal."

what now seemed obvious,—the grand fault which I committed, in not accompanying him. Was it yet too late, and could I not set out on foot? A man who walks five leagues a day, will in a hundred days, perform a journey of five hundred leagues. But if even that had been practicable by a lad not fourteen years of age, without money or other means, —an insurmountable obstacle to the execution of the scheme had then arisen, from a war, which had broken out between Yûsuf-Pâshâ, the Dâî of Tripoli, and my nation. I asked what was the cause of the war? I was answered, "Your father is no more, and the people are fighting among themselves to settle the succession;—the Pâshâ has seized this favourable opportunity of attacking the country, with the view of compelling it to become tributary, like that of Fezzan, Bornû, and the other states." I could not of course consider myself any longer safe in Ben-Ghâzî, and therefore endeavoured to prevail upon my generous host to furnish me with the means of proceeding to Alexandria, but he could not incur the heavy responsibility towards his ruler if it should transpire that I had been his guest, and that, on the breaking out of the war with Wâdâi, he had been accessary to my escaping out of the territory of Tripoli. My only alternative was to remain in my present asylum, and my best hope, that my being in it should not reach the knowledge of the despot. But that hope proved fallacious also. I was one day alarmed by the sudden rush of armed men into my apartment. They instantly seized me. They were twelve soldiers of the Pâshâ's, who had orders to convey me to Tripoli.

On my arrival there, I was placed among the ordinary young black slaves of the castle, and treated like them, except that I was more narrowly watched, to prevent escape. In a few days I was carried into the presence of his Highness. I fell on my knees and implored him not to put me to death. An interpreter informed him of what I had said; he told me, that being the son of a Sovereign, I must possess wealth enough to pay the ransom of my life.* I related my adventures to him, dwelling particularly on the effects that we had scattered in the desert, as our camels sunk under their burthens. I expatiated on their nature and quality, and exaggerated their supposed value. I gave all the indications I could of the places where they lay. The Pâshâ listened very attentively to my tale, and on dismissing me from his presence said, "If what thou hast said prove to be true, and I can get possession of those things, I will not only spare thy life, but send thee under honourable escort to thy country, and place thee upon the throne of thy ancestors."

In a short time I nearly forgot my native tongue in learning to speak Arabic, and as soon as I could converse in that language, I made anxious inquiries on whatever related to my country. I had won the goodwill of one of my fellow slaves, who one day said, "What! have you not till now known, that the Bashaw† sent 500 horsemen against Wârah, who were all cut to pieces? It was soon after the news of that disaster reached him, that he got intelligence of your being in Ben-Ghâzî, and sent to seize you!" As my time was wholly at my own disposal, besides acquiring skill in the usual exercises of a Mame-

* The Arabic phrase is literally "to purchase my life."

† This is the pronunciation of Pâshâ amongst the Moors of Barbary.

luke, I applied myself assiduously to learn to write Arabic, in order to correspond with my family. I had no idea then of the pleasure I have since experienced in reading the sublime verses of Antar-Ibn-Shodâd, and the charming tales in the Arabian Nights Entertainments.*

Nearly a year elapsed before the return of the expedition, which had been sent into the desert in search of my baggage. Although what was recovered and brought to the Pâshâ did not answer his expectations, yet it proved, to some extent, the truth of my statements; and as his Highness had got possession of property, through my means, worth forty thousand Spanish dollars, I was on that account treated with less rigour than had hitherto been used towards me, and permitted to be in a great degree at large. After about three years' captivity, I had acquired a sufficient knowledge of Arabic to be able to write a letter to my younger brother, Yûsuf, who in my absence had mounted the throne. In six months I received the following answer:—"I am happy to hear of your welfare, and that pleasure is the greater, because we had been informed, that when you were seized in Ben-Ghâzî, the Pâshâ ordered that you should be put to death, on the road to Tripoli. It is for you to find the means of extricating yourself from your present captivity. I cannot obtain your liberty by force, and were I to attempt it by such imprudent means, I should probably be the cause of your destruction."—It thus became evident that my brother was my enemy, for although it was true that he could not obtain my deliverance by force, many other means might have been tried, particularly that of putting at my disposal a sum of money, which he knew I wanted, and without which it was unreasonable to expect that my own exertions would prove successful. With this letter of my brother's, several of my relatives and friends had secretly conveyed notes of congratulation on my being in existence, and condoling with me on my misfortunes. They all concurred in expressing their extreme dissatisfaction and disgust at the conduct of the young monarch. "The King," said they, "uses the advantages of his high station, only to gratify the most unworthy passions; while he grinds the face of the people through his ministers, who on their part commit the greatest enormities, the only care that occupies his attention is, how to invent new sources of sensual pleasures. Besides being naturally of a tyrannical disposition, his cruelty is often carried to the most unjustifiable excesses by inebriety, which has of late become habitual, and exposes him to ridicule as well as contempt." "For my part," says one of my relations, "I do not consider the honour of my harem, nor even my life safe, under his rule, and nothing but the hope of seeing you come to dethrone him, prevents my taking the resolution which I have been some time meditating, of flying my country."

From these letters I learned that my father's death was sudden, not having been preceded by any indisposition. He expired the very day on which he despatched 'Abd-el-Wâhed with an answer to my letter from Ben-Ghâzî, and with a supply of money, and every thing necessary

* The Arabic language may be said to excel all others in copiousness, energy, and elegance: it is even asserted, that to enumerate and define with precision the various distinctions of any object, would furnish matter for a pamphlet. It is finely adapted to poetry, and in common life, is, perhaps, more extensively spoken than any other, being the almost universal medium of communication over Africa and Asia.

for the prosecution of my journey to Cairo. But as soon as the breath was out of his nostrils, the leading men in the kingdom divided into two factions. One aimed at keeping the throne vacant till I could return to ascend it, and the other supported my brother's pretensions. For some time great confusion prevailed in the state, but at length my friends were unable to sustain my rights against the host of my brother's courtiers, and the only concession which they could obtain in my behalf was, that Yûsuf should wear the crown till my return. But reports of my captivity and death, which rendered that condition vain, were soon afterwards industriously circulated by my brother's party. If they had really been desirous of my return, they would not have acted as they did towards poor 'Abd-el-Wâhed. They would on the contrary have despatched a courier to overtake him, giving him advice of the king's death, and ordering him, in lieu of executing the original plan of accompanying me to Cairo, to make all expedition in conducting me back to Wârah. But instead of taking that natural step,—under pretence that 'Abd-el-Wâhed was not trustworthy, being a foreigner, they sent indeed a messenger after him, but it was to bring him back to Wârah. They then publicly accused him of treachery, and tried him for his life. They maintained that it was his intention, on hearing of the decease of the king, to go to Ben-Ghâzî and destroy me, in order to appropriate the money and effects with which he was charged, or to do the latter without going to Ben-Ghâzî at all. You may naturally imagine that the most iniquitous tribunal could not find him guilty of the crimes imputed to him: but he soon after fell a sacrifice to his and my enemies, under circumstances equally innocent, although their appearance was much more against him. For 'Abd-el-Wâhed, still faithful, after having been acquitted at his mock trial, moved only by his attachment to me, and respect to my father's memory, left Wârah with the design of coming to Ben-Ghâzî, where he hoped to find me, and to assist me in my journey home. As he had nothing of value with him, he took the ordinary road through Bornû. Here he fell in with the troops whom the Pâshâ of Tripoli had sent against Wârah. He was pressed into their service against his will, to act as their guide to the army, which being destroyed by my brother's forces, poor 'Abd-el-Wâhed was found among the enemies of the country, and cruelly condemned and executed as a traitor.

I cannot describe the effect which these letters produced upon me. I read them over and over again. I meditated on their contents continually. I was inflamed with the most violent desire of returning to my native country. At first the obstacles in my way appeared insurmountable, but by long pondering on the various schemes which I formed to effect my escape, all difficulties vanished from my imagination; and so sure was I of the successful issue of the last plan in contemplation, that I often found myself conveyed in fancy to Wârah, chastising the proud and succouring the oppressed. All my thoughts were turned towards obtaining information respecting the means of travelling through the different countries that lie between Tripoli and Wâdaî. I soon ascertained that, the Pâshâ having a direct or indirect influence every where on the road that lay through Fezzan, my only route was that of Egypt. I might either go to Alexandria by sea, or through the Desert of Barcah. The system of passes which the Pâshâ

had lately adopted, joined to other impediments, made me direct all my attention to a journey by land. I had been admitted to my share of the perquisites which, on festivals and other solemn occasions, are given to the household; and as every thing was subordinate to my plan of obtaining liberty, instead of spending it in frivolities, I carefully hoarded every piece of money that was put into my hand. Thus, in two or three years, with the addition of some casualties, I found myself possessed of nearly fifty Spanish dollars; a sum more than sufficient to enable me to join a caravan going across the Desert of Barca to Alexandria; but something above the ordinary hire of a camel was necessary, to engage a camel-driver to participate with me the hazard of a clandestine flight. In a few months, however, I found what I considered a propitious opportunity, and prevailed upon an Egyptian, named 'Abd-el-'Azîz, with whom I had sedulously formed a friendship, to lend me a camel, and be my guide, mounted upon another. The first three days and nights we made the greatest expedition possible, stopping only now and then to give our animals an hour's browze on the thistles that grew in our path, and arrived at a town called Mesrâtah. There we slept, giving the camels some food, and replenishing our wallets with bread. Another day's journey, from sunrise to sunset, brought us to a well, which, from the bitter taste of the water, is called Murrah. We slept that night, and the next day we reached an encampment of Bedoween Arabs, called Surrat. On approaching the tents we heard the shrill affecting sound of the Welwelch, (death-wail,) which from afar we had mistaken for the Slagheet* of a wedding. One of the tents was lying on the face of its dead master.† He was the eldest son of the Sheïkh, and had fallen in battle. At midnight, his wife, three of his sisters, his mother, and two of his mother's sisters, performed the death-dance.‡

We departed early the next morning, and arrived at night at another encampment, at a place called Berkah. We were hospitably received by the chief of the tribe, who, although very poor, immediately killed a little goat with his own hands in honour of his guests. It was nearly midnight before we were invited to sup. The animal had been boiled and cut into small pieces for the convenience of eating it with our

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* A peculiarly piercing, prolonged cry of joy, that is made by the women who attend upon a bride.

† The Arabs call a tent *Beit*, or house, and *Beit-Shar* is a house of camel's hair. When the head of a family expires, the poles that serve as props to the tent are removed, letting fall the roof on him; thus realizing the common metaphorical expression—*Hurbit Beite*, his family (literally his house) is ruined.

‡ This martial funeral rite is of great antiquity, and is also still practised in nearly the same form both in Corsica and Sardinia. The memory of those only who are killed in fight is thus honoured, and it is always performed by the nearest female relations of the slain hero. The women hold hand by hand, and dance in a semicircle. The bloody shirt and garments and arms of the deceased are strewn upon the ground. The disconsolate wife or mother leads the dance, and sings in rather an animating than a melancholy cadence, while the other women join the chorus. In each couplet is extolled some virtue of the departed warrior, and as many couplets are sung as there are separate articles of dress or arms, which are taken up singly with religious ceremony, and flourished in the air by the chief mourner, after having frequently pressed the relick to her breast and lips. The energetic articulation and measured steps of the dancers quicken the tears which flow down their cheeks in anguish, and produce a deeply tragic effect.

hands, and formed the whole of our repast, as not even bread had fallen to the lot of our generous host. 'Abd-el-Azîz made a hearty meal, but as it had been served up in a large wooden bowl, to the sides of which there adhered several layers of ancient grease, I could not swallow a mouthful, which, however, was fortunately not observed, as the lamp had been extinguished on our sitting down to eat.*

We passed the seventh night in the Desert, on a spot called Erd-el-Zafrân, from the yellow tint of its soil. I now thought myself out of the reach of pursuit, but my usual ill-fortune had accompanied me even there; for in the morning, before we had proceeded half a league, we perceived that we were followed by seven horsemen at full speed, whom I soon recognised to belong to the Pâshâ. In a few minutes they came up with and seized us. I and my conductor were pinioned, and conveyed in that painful condition, mounted on our camels, back to Tripoli. My unhappy friend 'Abd-el-Azîz was led immediately into the market-place, and hung to a gallows, on which was the following label: Hâzâ jezâ men yuhâzîm en-Nâs, or, *This is the meed of those who abet runaways.* Such was the unhappy fate of a man, whose sentiments of compassion, and not a love of lucre, had induced him to assist in an act, which nothing but the perversion of all justice could tax as criminal.

Meanwhile I was suffered to stand, fettered, for several hours, amongst the castle slaves and servants, who loiter about the entrance of the hall of audience. After this anxious interval, I was dragged into the presence of the lordly Pâshâ. He received me with a countenance full of ire, and apostrophized me in an elevated tone of voice, saying, "Where wast thou going? Didst think that thou wast in thy Father's kingdom?" I remained silent, keeping my eyes fixed upon the ground. The Pâshâ in a rage then vociferated, "Why dost thou not reply? Dost think this is the kingdom of thy Father?" Being now convinced that he would take away my life, I answered with the courage of despair, "If this had been my Father's kingdom, I should not have experienced such treatment as this, nor been compelled to return, after having proceeded seven days in my pilgrimage towards the tomb of our holy prophet." "Thy pilgrimage!" exclaimed he, with a loud laugh; "thy pilgrimage and thy tomb are here in Tripoli: place no hope in the promise of safety that I gave thee when thou recountedst thy adventures in the Desert to me, for I will certainly put thee to death; and thou shouldst be grateful that I do not kill thee this instant, for thou well knowest that thy brother has destroyed five hundred of my men, and that thou hast lived here, not like an enemy, but as one of my family." Instead of professing my sense of his favours, I dared to complain of the ill-treatment I was then receiving by his orders; when in a violent paroxysm of rage, he motioned his

* The stranger who calls upon them to let him partake of *Rizk-Allah*, or God's bounty, equivalent to our *pot-luck*, may scarcely have tasted food for several days before he arrives at their camp. Should the light remain, he might, through delicacy, not feed to the fill. The Arab, therefore, who plumes himself on epulary etiquette, sits down to supper with his guest in the dark. This is a trait of their liberality so justly extolled for its utility in barren deserts, but which is rather a religious observance than a benevolent act; so that, however cunning, treacherous, and mendacious they may prove, they are superstitiously fearful of committing a breach of hospitality.

slaves to throw me on the floor, and inflict the bastinado on the soles of my feet.* I determined not to gratify his pride, by raising the supplicating cry of *amân* (mercy), and the executioners laid on till I fainted from pain. He suspended the torment until I could be recovered, but the blows were then renewed with redoubled violence, till all sense of pain again forsook me. I maintained my resolution of not asking pardon, and at length was carried senseless as I was, and thrown into the Habs-ed-Dâkhil-ânî, or inner prison, where I remained I know not how long, in a state of insensibility.

When I came to myself, I perceived that I was extended on the floor of a dark, damp, noisome dungeon. I attempted to sit upright, and in making that effort, my hands and elbows slipped on a pavement covered with filth. I now made no doubt but that I was in the condemned cell, a den which I had formerly visited out of curiosity, little fancying then, that it would one day be my lot to inhabit it. Hour after hour passed, and not a human voice was heard: the evening came, and I was still left in the same helpless state. To the pain I felt in my feet, were now added the cravings of hunger and thirst. Another day and night elapsed, and no succour arrived; I then became fully persuaded that the Pâshâ meant to let me starve to death.

I had accidentally remarked, when formerly examining this horrible prison, that it received a gleam of light through a hole in the wall, which was then closed by a single stone, loosely put in; and after several fruitless attempts to discover it by shuffling and crawling about the floor, for although day it was pitch dark, I at length put my hand upon the stone, and pushed it from its place. The dubious light, and the small current of fresh air that were thus admitted into the cell, proved a greater alleviation of my sufferings than is easily conceived. Till then I felt an oppression upon my lungs almost to suffocation; on inhaling the vital air, I felt my strength revive, and I became conscious of my existence. The pain in my feet had nearly subsided, as a suppuration of the sores had commenced, and the sensations of hunger and thirst then absorbed all other bodily sufferings. I had luckily in my girdle an inkstand,† and in my breast a piece of paper. Placed near the aperture in the wall, I had just light enough to write by, and I addressed his Highness, without having much hope of even finding the means of conveying my letter to his hands, and still less of what I could say inclining him to relent. Yet, I represented my dreadful agonies from hunger and thirst; I implored him, if he had determined to take away my life, that he would kill me quickly, and if he had condemned me to perpetual imprisonment, that he would order me to be supplied with bread and water.

When I had finished my letter, I put my mouth to the aperture in the wall, and strained my voice to its utmost pitch, in the hope that my cries would reach the ear of some one, whom pity would incline to come near me. After several hours spent in fruitless endeavours, and when I had nearly lost all hope of any other relief than that which death would bring me, the door of my prison turned upon its hinges,

* This punishment is administered with great regularity and celerity at Tripoli, with branches of the date-palm, by three men, who follow each other with the order observed in hammering on a blacksmith's anvil.

† Nothing is more common than for those who pretend to education, to wear an inkstand, with a place for pens, made somewhat like a pistol, in their girdle.

and I saw my gaoler. I threw myself at his feet, and implored his compassion; I reiterated my entreaties that he would carry my letter to the Pâshâ, and at last he took the paper from my hand, with a promise to deliver it. He soon after returned with a pitcher of water, a loaf of barley bread, and an onion, and said to me, "This is to be thy portion all the days of thy life." To those who have hungered and been thirsty, as I then hungered and thirsted, it is needless to remark, that his Highness did not that day enjoy so delicious a repast as he had allotted to me.

When I had satisfied my craving appetite, I began to moralize on the vicissitudes of human life. I thought on my country, and my friends, and ran over in my mind the strange train of incidents by which I, a King's son, had been brought to my present state of wretchedness and hopeless captivity. I even composed Arabic verses on the occasion, which are too trifling to merit attention, but that they helped to pass a tedious hour, and to bring some alleviation to my woes.

I was a few days afterwards occupied in this mental abstraction, when the door of my prison burst suddenly and violently open. As I had no reason to expect such an intrusion at that time, I was seized with the strongest conviction that my last hour had arrived. A voice called imperiously, "Come out." I could with difficulty articulate, "I cannot;" and it was true I could not stand upright, partly from the sores on my feet, and partly from the agonizing fear that had seized on my heart. A man then entered, and lifted me on his shoulders, an apparent corpse—for I had lost all sensation.

[To be continued.]

BORDER INCURSION.

BY MISS PARDOE.

They come! like a breeze o'er the mountain they sweep,
The riders are silent, the hoof-clangs are deep;
Not to feast or to revelry hurry they on—
The drawbridge is pass'd, and the portal is won:
I press not the saddle—my steed's in his stall,
And the banquet is spread on the board in my hall;
But hand me my weapon, and close in my rear,
And cursed be the dastard who fails me through fear!

Where the banquet was wont shall the battle be heard;
Where the goblet was raised we will lift but the sword:
My pulses beat high—I am proud in my might,
For the best at my board are my fellows in fight!
Now nearer and nearer they come—let's away—
The hall of my fathers the scene of the fray—
I am victor already, as with me move on
The boast of the border! the vaunted of song

That shout—'tis clan Gevis! with transport I go,
For the greater the glory the braver the foe;
Now swift to your weapons, ye steady and strong,
'Tis clan Gevis is here, you will need them ere long.
One kiss to my bride, and one shout to my band,
One look to the trusty claymore in my hand;
And now to the cheer they have led to my hall—
From feasting to fighting! from banquet to brawl.

EXTRACTS FROM A CRUISER'S LOG.

An old seaman knows well how to manœuvre when before the enemy, and therefore, though writing may not be so much in his line as fighting, if he should be determined to sail upon that course, he will bear down upon the gall-loaded pens of the critics with as little anxiety as he has often done upon the guns of the enemy: and if he should attempt to handle the pen instead of the handspike, and dip into the ink-bottle instead of splicing the main-brace, it will be only to remind his countrymen of deeds gone by, and to tell the boys at Greenwich School, to be as ready to fight when Old England requires their services, as the veterans were, who are now laid up in the College on their weather-beam. In attacking such a design, or overhauling its execution, he knows the critics, like those he has before encountered yard-arm to yard-arm, must go to leeward; so, without any more luffing or yawing to gain the weathergage of their good humour, or begging quarter for running on their cruising ground, he will only remind them in the language of an elegant poet, as an excuse for his foul-weather diction and tarpaulin composition, that

> "His march was on the mountain wave,
> His home was on the deep."

Such being literally the fact, he will square his yards, and proceed at once with his unvarnished "Tale of the Sea."

> "The rising gale fills every sail;
> The ship's well manned and stored."

It was during the hottest period of the late war, that our gallant frigate, having received on board an ambassador and his suite charged with an important mission, sailed from England. The ceremony of leaving port, and the feelings it excites, have been so often described, sometimes cleverly, but oftener tediously spun for the purpose of lengthening a narrative without any other apparent motive; at all events, it is "a thrice-told tale," which I shall pass over with the single piece of ordinary information about sailors' hearts and pockets, which it would be worse than cowardice not to notice in a "cruiser's log," as being light as air. A long stay in harbour had brought out the last copper; not a single shot was to be found in the locker of any of us when we set sail, and as for hearts, the blue eyes at Deal were forgotten in anticipation of the black eyes we should meet with in our next port. The first days of a voyage offer but little change of circumstance, being passed in "putting to rights," and the course down Channel affords only the old sight of Albion's white cliffs, the view of which is hailed with so much delight in returning *up* Channel after a long cruise. They are not of the same interest when we are outward-bound. To be sure, we might have had some fun when we hove in sight of the Emperor's flotilla, which was off Boulogne, and some of the flat bottoms were scudding about, out of the range of the batteries; but the bit of diplomacy we had on board stopped that frolic, so we had nothing for it but sailing steadily through the Downs and Dover Straits, until she took her departure from the Land's End, and was fairly in "blue water." This dull monotony of sea and sky, which to the landsman is

insufferable, gives to the "man-of-war's-man" new life; he feels himself on his field of action, and the quiet gaze at the headland is lost in the anxious and soul-stirring search for the dark specks on the ocean's horizon. "A strange sail!" Who that has had "his home" "on the deep," does not in his latter days, when he has quitted the bustle of the quarter-deck for the quiet and comfort of an "Englishman's fire-side," feel his heart bound at the remembrance of the magical influence of that sound issuing from the mast-head man, or the rapid and animating interrogatories that follow the intelligence? "Point to her!"—"How is she steering?"—"Does she look large?" All alike indicative of the hope that cheers every bosom, from the chief to the cabin boy. Honours, promotion, and prize money, rise in quick succession, and should the intelligence that the stranger has altered her course be announced, what seaman can forget the electrifying pipe that precedes "All hands make sail!" But these youthful recollections have caused me to deviate from my course and steer from the line of plain narrative; I must therefore trim, endeavour to keep her steady, not forgetting that our frigate has an ambassador on board dispatched on a special mission, so no more tacking at present.

The orders to take his Excellency with all possible dispatch to his destination, narrowed down our hopes from the chances of war. To be sure, if the "blustering railer," in one of his foul freaks should compel us to make long and short legs, or in language more familiar to landsmen's ears, blow contrary; and dame Fortune, in pity to our course-tied destiny, throw a straggler under our bows, the common rules of naval courtesy would justify a hail, "friend or foe?" without the slightest infringement on the order prescribed.

Steadily and smoothly we proceeded until we had nearly reached across the Bay of Biscay, when one afternoon, just before sunset, we descried a large ship, evidently of war, directly in our course, whose manœuvres and inattention to our signals, the little remaining light rendered sufficiently discernible to excite suspicion. Twilight was succeeded by a dark December night, and as the stranger, if again visible, must of consequence be too close to escape an encounter, the drum was ordered to summon every man to his quarters, and the ship put in complete order for the expected action.

We had continued standing on the course in which we had last seen the stranger, carrying all the sail we could, when she was again seen through the darkness that had covered her during the chase. The recognition must at the moment have been mutual, from the night-signal she instantly displayed; but which being unnoticed by us, was quickly succeeded by that most unequivocal announcement of our reception, the roaring flash and hissing shot. A dead and awful silence prevailed on board, gloriously broken by the "stand by" of our leader, and the animated, "Ay, ay, Sir," of each divisional commander, as it echoed through the ship; and now the noble broadside of our opponent, displaying her well-arranged double tier of battle lanterns, was by a well intended manœuvre laid within little more than pistol shot nearly across our bows, but skill and activity foiled this project of our adversary, and rendered harmless her first volley. Profiting by her failure, a few seconds served to give her a true English return; and now, almost yard-arm to yard-arm, the roar of cannon, interspersed with the

light smart sound of musketry, was kept up with animation on both sides for nearly an hour, when the slackening fire of our antagonist gave sanguine hopes that we should soon add another ray to the sun of England's glory: already did we mark the sure symptoms of defeat in the projected effort to escape, and as quickly were her attempts anticipated; when chance, or her eldest daughter mischance, directed an unlucky shot, the temporary effect of which enabled her to get beyond the reach of our guns, and still farther, favoured by the pitchy gloom of the night, to alter her course; thus leaving us the only remaining hope, a seaman's sheet-anchor, that the daylight might break upon her flying canvass, but in that hope we were disappointed.

The fight, while it lasted, had been a good one, but circumstances, over which we had no control, snatched the nearly earned prize from our grasp.

In this affair, sharp as long as it lasted, I have no stronger proof of coolness and courage to give, even among the killed and wounded of our crew, than that which was exhibited by a live tailor, who, although upset for a time, kept a whole skin throughout the action. This said snip was a jolly, open-hearted, rather ancient fellow; one of that excellent and efficient body, the marines. Having passed the time of life for the smart and active soldier, and having been initiated in his youthful days into the art and mystery of sitting cross-legged and handling a needle, which the ambition of his elder growth prompted him to change for a musket, he was deputed hole-stopper to the red jackets and white *unmentionables* of his detachment. Snuff was meat, drink and clothing to him; he could not exist without it, and he manufactured it admirably from the dried stalks of his shipmates' tobacco-leaves, and flavoured it with such aromatics as the niggardly loplolly-boy of the ship afforded. His composition certainly neither rivalled that of Lundyfoot nor Blackguard, Pontet nor Fribourg; however, on a long voyage, many a glass of grog have I exchanged with the tailor for the luxury of a *pinch*. It has never been my fortune to experience how a tailor will fight in his proper person; but that he will fight, and manfully too, when transformed into a soldier, the following fact will testify. Our gallant botcher-general was quartered at one of the main-deck guns; in the early part of the encounter, a cannon-shot entering the port-hole, and striking that very gun, in which it made a strong indentation, split into fragments, dealing death and destruction upon all within the circle of their flight, similar in effect to the bursting of a shell; almost every man at the gun was either killed, wounded, or for the moment stunned, and which of the three casualties had befallen the tailor (for he too had measured his length upon the deck) seemed for a few seconds to be a matter of doubt; however, he soon set doubt at defiance, for, unassisted, he raised himself upon that part of his frame, with the perfect use of which long habit had made him so intimately acquainted, and coolly drawing forth his never-failing solace, the snuff-box, applied a hearty pinch to each nostril, then springing from the tailor's to the soldier's position, he manfully seized the tackle, as his remaining comrades were preparing to run out their gun, exclaiming, "Now, here's at her again." This little incident, which, in the heat of the battle, created mirth and even emulation within the immediate circle of its occurrence, lost, as it may be well

supposed, nothing of its interest in circulation. The old tailor became a greater favourite than ever; supplies of tobacco-stalks for the manufactory poured in from every mess; and his own officer, with whom he was deservedly in esteem, did not forget to assist him, after the action, with a remedy for the parching sensation he complained his throat experienced from the effect of the fire and smoke;—before turning into his hammock, however, he coolly seated himself in his cross-legged position to stop a shot-hole in the canvass trowsers of the boatswain's-mate.

A COMMANDER'S PETITION ON THE PRESENT NAVAL UNIFORM.

'Tis rumour'd that, for my Blue Brethren in arms
The full dress, as at present, has not many charms;
The fair, too, don't like it, a reason sufficient
Our good King, God bless him! should now be petition'd.
As it cannot deprive the poor people of beer,
Make the currency change, or cause bread to be dear,
Hurt the very fine feelings of those who with axes
Would lop off the debt, and cut down the taxes;
In short, as it can't cause expense to the nation
To make in our raiment a small alteration;
I pray you, my Lords, to give ear to my wishes,
The more as I ask not for loaves or for fishes.

As white is, when dirty, unseemly to view,
Change our linings, cuffs, collars from that unto blue:
Our coat's skirts' white lining us always beseeches
To keep it aloof from the blue of our breeches;
And with good reason too, for 'tis always in fear
The trowsers its delicate surface will smear;
The blue trowsers complain in return, it is said,
That they wofully suffer when skirts are pipe clay'd.

As the builders adorn square and round sterns of ships,
Let us be adorn'd, too, on our coats at the hips;
Let sailors, I pray you, have orders to put on
Each point of each pocket its proper-sized button.
Why force us to scud under pockets so bare
As those are which now we're all order'd to wear!

A sword belt of blue silk to gird round the waist,
Out or inside our coats, would be more to our taste
Than the black belt of leather, worn next to the shirt,
Which, blow hot or cold, must imbibe from it dirt.
And all know the value of making it last
Long clean in long cruises, as proved in times past,
While blockading the French fleets in Brest or Toulon,
When the whitest of linens were whitey-brown grown;
Let the silk belt be worn when all in full feather,
Undress'd let it be, as 'tis now, of black leather.

All I want, I have now in due order demanded,
Let all things else be as at present commanded,
Except as we're mostly round-shoulder'd, flat-chested,
Our coats, when in undress, may be double-breasted.

March 12th, 1830. A Commander.

COLLOQUIES WITH FOLARD.

NO. II.

" There needs no ghost, my Lord, come from the grave
To tell us this."—SHAKSPEARE.

" BEHOLD me again," said my shadowy visitant, " at your bidding, and now—"

" This is really an honour, my dear Chevalier," said I, struggling to rise at his entrance, " which I have so little right to—"

" A truce with ceremonious greetings, my worthy friend, and bethink you of the old Castilian adage,

' Entre amigos y soldados
Complimintos son escusados:'

you owe me, in good sooth, little gratitude for renewing an acquaintance which, while it suits my humour to cultivate,—for, ' still in our ashes live their wonted fires,'—may haply expose you to the inconvenient reputation of holding a questionable converse with the other world. By the way, you have done well to interdict your *brusque vieux mousquetaire* of a valet from again bursting upon our privacy. I had but just time to sound a retreat the other night, when—"

" You need be under no alarm, either for the preservation of your own incognito, of his intruding a second time; or yet on my account, of his suspecting the unearthly quality of my company: for Jonathan is not a man to disobey orders; and, indeed, out of his own sapient convictions, he hath already proclaimed through my household, with many a head shake, that I am fallen of late into a strange fashion of talking in my sleep."

" So much the better: disturb neither him nor others in that conceit. And now, *revenons à nos moutons:* you have been perplexing yourself very needlessly to determine through what gradation you shall trace the rude dawn of modern tactics from the feudal and chivalric array of the middle ages—"

" Strange!" interrupted I, " that you should be able to divine, even in absence, my unuttered cogitations. You spirits must have queer sources of information; and I would fain ask—"

" Ask nothing out of order, and digress not from the record," said my capricious interlocutor, with more of sternness and solemnity in his tone than I had yet heard him assume. " In my age, it was held for little less than an ungentle discourtesy, to exceed the free measure of voluntary confidence by trenching upon the limits of an obvious reservation. Once for all, let me adjure you, if you would prosecute with my aid your researches into the noblest of the sciences, interrupt me not with idle inquiries into the secrets of the prison-house."

I bowed in silence to the reproof.

" Is it not as I say, that, in assuming upon our last conversation, the Italian wars of the early part of the sixteenth century for the first school of modern science, you have found a stumbling-block in the difficulty of following out the previous transition from the tumultuary warfare of the feudal militia, to the establishment of something like bodies of regular stipendiary infantry?"

"You have apprehended my embarrassment. To deduce an inquiry into the state of the art from any period, without referring to its previous condition, seems but an arbitrary and unmethodical procedure."

"Yet this, like all other sciences, but follows the course of Nature herself:

Ἐκ Χάεος δ' Ἔρεβός τε μέλαινά τε Νὺξ ἐγένοντο·
Νυκτὸς δ' αὖτ' Αἰθήρ τε καὶ Ἡμέρη ἐξεγένοντο.

here also the light springs suddenly from a chaos and darkness which, if the attempt were practicable, it would ill repay us to penetrate."

Now, how the plague the Chevalier came by his Greek, it surpasses my power to expound. He certainly had none when he was compelled to trust to the Benedictine Dom Thuillier, for his version of Polybius: but I suppose he must have learned it in Limbo. Be this as it may, I was too discreet to offend him by mooting farther question of his occupations in the world of spirits.

"I hold the tactics—if they deserve the name—of the middle ages, like those of Asiatic empires, in such perfect contempt," continued my companion, "that I shall not stop, for an instant, to comment on their barbarous characteristics."

"Alas, then, for the age and the glory of chivalry!"

"As the school of honour and courtesy, that institution deserves the reverence of every modern soldier and gentleman; and assuredly it would ill become a chevalier of France, above all, to derogate from its praise: but, as a school of warfare, chivalry scarcely demands even a mention in the history of the science. Its genius, as you have I think yourself, my good friend, somewhere before observed, was personal; and there could be no system of tactics where the individual prowess of leaders sufficed to determine the fate of armies. There was a high-mindedness, a spirit of generous devotion in the warriors of chivalry, that threw a lustre round their exploits; and we may still gaze with ardent admiration at the achievements of the Black Prince, Du Guesclin, Chandos, Talbot, and Dunois;—true knights, faithful, brave, and loyal they undoubtedly were, but no masters in the art of war." *

"Then at what precise epoch, or signal event, should we really date the transition from the mere *melée* of the chivalric combat, to something like the formation of a regular strategical order of battle? We cannot postpone it to the period itself of the Italian wars; for certainly the change had already been wrought before their commencement."

"I know not why we should reject the common opinion, to which you have elsewhere already subscribed, and which refers the first rude dawn of modern tactics to the overthrow of the Burgundian chivalry of Charles the Bold by the Swiss. The militia of the Cantons, as well owing to the mountainous character of their country as to their poverty, and the democratic form of their society, was necessarily composed of infantry alone; and the victories which their phalanx of pikemen achieved against panoplied chivalry at Morat and Granson, at once naturally brought their troops into high reputation throughout Europe: while the readiness with which they entered any service for lucre, communicated the example of their array to other nations. Our Louis XI. was,

* Quarterly Review, vol. xxv.

I believe, the first prince who took a levy of Swiss into pay; and Maximilian of Austria shortly imitated the policy of his craftier rival. Such was unquestionably the origin of the regular infantry of modern times; and such the occasions whereupon that arm first regained the proper esteem in which it had been held by the great strategists of classical antiquity."

"But the invention of fire-arms alone must have sufficed to create a total revolution in the warfare of the middle ages."

"Perhaps," said the Chevalier smiling, "you will here again ascribe my opinion to prejudice in favour of the ancients, when I declare that I do not believe the discovery of gunpowder, or the invention of fire-arms, had any effect in producing a change, which was only the revival, or, at least, the re-production, of the same natural principles of strategy that had governed the Grecian and Roman art. Assuredly the Burgundian victories of the Swiss were in no part effected either by artillery—of which they had none,—or yet by small arms, which in their ranks were only, even at a much later period, mingled in very small proportions with the pike. By that latter weapon alone were their best trophies won. Still more remarkable is it, that though artillery had certainly been in use full a century and a half, and the arquebuse, musket, or 'hand-cannon,' at least ninety years before the expedition of our Charles VIII. into Italy; yet these inventions had produced no sensible influence, either upon the composition or operations of armies, until events unaided by such means had brought infantry into repute. The arquebusier was still without protection against a charge of *gens d'armerie*, until he fought in the phalanx of pikes. Then, indeed, the arquebuse and musket became terrible auxiliaries to the *armes blanches* in the hands of a firmly arrayed infantry:—but not before that infantry had been already created. In short, I would contend, that the rise, at least, of modern tactics, was in no degree owing either to the discovery of gunpowder, or the invention of fire-arms; since that rise did not follow the discovery within a century and a half, and preceded any efficient adoption of the invention by half a century more; or, in other words, that with the pike, and not the arquebuse, originated the first modern revolution, or rather restoration, of military science."

"Yet you will surely allow that, even so early as the first years of the sixteenth century, the increased proportion of fire-arms which was introduced among the infantry, had a most important and rapid influence on the revolution of the art: if it were worth defining accurately, I should hold, that the rise of a regular infantry was consequent upon the union of arquebuse and pike, instead of placing the merits of those goodly weapons of the old bands in 'in envious competition.'"

"The distinction, I am ready to admit," continued the Chevalier, "may not be of any great moment in our inquiry. It is more german to the matter, that we proceed to note how, as soon as the Swiss had established the character of their infantry, and began to make a trade of its services to the highest bidder, their neighbours, the Germans, who shared their poverty and their martial spirit, were not slow to emulate so profitable an example; and hence bodies of Lanzknechts, or German mercenary foot, appeared on the Italian stage, simultaneously with the hired Switzers. By these means it was that a regular stipendiary infantry had just grown into vogue, at the precise juncture

when the French and Spanish monarchies found their earliest theatre of rivalry in Italy. On that theatre, also, for the first time, was exhibited on the great scale the effects of the revolution in warfare, which had been gradually prepared during the age immediately preceding. The French availed themselves of the mercenary infantry of Switzerland and Germany to supply their own want of an arm, the value of which they had learned to appreciate. The Spaniards were instructed by the example of their rivals, and the necessity of encountering them upon equal terms, to create a national infantry, which, by its inherent quality of patient valour, improved by the talents of its leaders, in a few years excelled all others in the discipline and martial skill of the age. Thenceforward, infantry became again the nerve of armies. The lingering preference of a gallant nobility for the service that had once been peculiar to their order, was indeed still shown in the disproportioned force of the heavy cavalry which was attached to every army: but the numbers of this steel-encased *gens d'armerie*, which has been perpetuated in the cuirassiers of modern states, daily diminished as that of the infantry increased; and the main body of a host, or BATTLE, as it was expressively termed, which, in the feudal array of the middle ages had been formed exclusively of the chivalry, was now composed of one heavy mass of regular infantry."

"Admitting these general remarks for all the explanation that may be given of the change which had been prepared in warfare before the invasion of Italy by Charles VIII. in the year 1494, it is far easier to speak with certitude from contemporary authorities, of the composition and armament of the troops in the great subsequent contest on that field, as well as of the system of tactics which was gradually developed in the struggle."

"Doubtless there is here no lack of materials: the tactics, indeed, which that school of warfare produced, can be minutely studied only in the battles and operations of some thirty Italian campaigns; but the equipment and the nature of the troops of which the armies of the various nations were composed, may, in the outset, be more briefly defined. And here we have, for the nonce, to begin with, the most lively and explicit description that can be desired—and that from the pen of an eye-witness—of the array of the first military force of the modern ages which deserves the name of a regular army;—that army whose passage of the Alps under Charles VIII. was the signal for the warfare of half a century. You must have brought to mind since our last colloquy, the passage in which Paolo Giovio pictures the triumphant entry of Charles, at the head of his forces, into the 'Eternal City.'"

"So perfectly, that I had but yesternight conned it o'er again, in readiness for our purpose at your next coming."

"Our friend Jovius, though no soldier himself, had evidently an eye for the grandeur of a martial pageant, and his review of the French army, on this memorable occasion, is embodied in one of the most highly-wrought efforts of his elegant pen. He opens with a goodly flourish of trumpets and drums, by beat of which, as he tells us, marched in the vanguard of Charles's army, composed of both Swiss and German mercenaries. These bands, some eight thousand in strength,—as we gather elsewhere, by the way, not from Giovio, but

De la Tremouille,—were ranged under their standards in regular battalions, and clothed in uniforms of various colours. Their leaders were distinguished by the waving plumes of their crested helmets; the front ranks of the soldiery, too, were provided with casques and cuirasses; but the rest were without defensive armour. Their general weapon, besides a short sword, was the pike, of ashen wood, ten feet long, with a straight pointed iron head; but with the pikes were mingled, in the proportion of one-fourth, halberds of the same length, but surmounted with an axe as well as a point, both for cut and thrust; and to every thousand pikemen and halberdiers were attached a company of one hundred musketeers. After these brave and disciplined bands, marched the Gascon crossbow-men, and arquebusiers, of whom, and other inferior infantry, there were in all about fourteen thousand. These were followed again by the *gens d'armerie*, the gallant chivalry of France, composed of the flower of the nobility, in complete casings of steel, glittering in their silken mantles and gilded casques and collars, and armed with the ponderous lance and *masse d'armes*, or iron mace. Of this splendid heavy cavalry, the French army boasted some twenty-five hundred; with about double their number of attendant lighter cavalry, equipped with helmet and cuirass, and armed with the demi-lance and the long-bow. A train of artillery, such as had never before been seen, completed this formidable array: it consisted of thirty-six pieces of large brass cannon, besides culverins of less calibre, falconets, and other light ordnance. It was only three hours past noon when the vanguard of the French army began to enter Rome, and the various troops continued to file into the city until some hours after nightfall; the torch-light which gleamed on the arms, and partially developed the dark masses of the soldiery, adds Giovio, throwing a wild and lurid character over the scene, and augmenting the stern grandeur of the spectacle."

"This description is unquestionably altogether the most remarkable single passage that can any where be found, as illustrative of the state of the art in that age. The scene had evidently been viewed by the historian under the fresh excitement of that surprise which was produced in Italy by the sudden introduction of a novel system of warfare. Rapid as had already been the change which it was undergoing among the ultra-montane nations, to the Italians it was entirely new; and the subsequent improvement of science in the school of the Italian wars for thirty years was deduced from this model. In fact, all the details that are worth preserving, so far as regards the composition and equipment of armies during the first half of the sixteenth century, may be embodied into a commentary on this passage of Giovio."

"In good truth it may: whether with relation to the infantry, the cavalry, or the artillery of the age; the array of the troops; and the variety of their arms, both of offence and defence. And first, with respect to the infantry, it cannot be doubted that, in a general sense, both the Italian and Spanish bands were shortly modelled, as the German had already been, on the Swiss example. The 'puissant pike' had become, as Montécuculi afterwards characterized it, 'the queen of arms for the infantry.' The very term of their native tongue, by which the German foot came to be universally designated, of Lanzknechts, denotes their general use of the lance, or Swiss pike; and

the same weapon was adopted in Italy by the Spanish, Italian, and French infantry, as it was also, though perhaps somewhat later, by the English, Swedes, &c."

"Yet, Chevalier, there is certainly a little difficulty in reconciling this fact of the early adoption of the pike by the Spanish bands, with some contemporary accounts of their armament and mode of combating; especially, for example, at the battle of Ravenna, where Guicciardini seems to intimate that, in their collision with the Lanzknechts, they fought only with sword and buckler. You will remember that, after mentioning how the Spanish infantry with difficulty withstood the first shock of the German pikes, he adds, that as soon as they had closed desperately with their opponents at sword's length, many of them, covered by their bucklers, crept under the ranks of the pikemen, and striking at their legs with sword and poignard—*force jarretières rouges*, as an old writer quaintly phrases it—threw these Lanzknechts into a disorder, which was the prelude to a tremendous carnage.—'Nondimeno la fanteria Spagnuola, abbandonata dai cavalli, combatteva con incredibile ferocia; e se bene nel primo scontro con i fanti Tedeschi era stata alquanto urtata dalla ordinanza ferma delle picche, accostatasi poi a loro alla lunghezza delle spade, e molti degli Spagnuoli, coperti dagli scudi, entrati con i pugnoli tra le jambe dei Tedeschi, erano con grandissima uccisione pervenuti già quasi a mezzo le squadrone.'—All this implies, perhaps, that the Spanish infantry were not themselves then armed with the pike; yet immediately afterwards, in describing the death of the gallant Gaston de Foix, who fell in a charge against these same Spanish bands, Guicciardini himself tells us that the heroic prince was slain by the thrust of a pike—"ferito di una *picca* in un fianco fu ammazzato."

"Yes: it is difficult to reconcile this contradiction, which, without farther evidence, might have become a knotty problem for the perplexity of your true military antiquarian. But Macchiavelli, by a passage in his Art of War, has left no doubt on the case. He expressly declares,—and he, as a contemporary, could scarcely have been misinformed on so simple a fact,—that the Spanish infantry at Ravenna and elsewhere, fought only at the charge with sword and buckler, and he formally opposes the merits of their system to that which he terms the German or Swiss order—the array of pikes; yet he in another place attributes the success of the Spanish arms to the imitation of the German array. In truth, the question, after all, is one merely of time; for it is certain that the Spanish bands, at least, before the end of the Italian wars, had generally adopted the latter weapon and discarded the buckler."

"We must, therefore, I suppose," said I, "be contented to observe that the pike and two-headed halberd, with its cutting steel-axe and point, were the principal *armes blanches*—with the subsidiary aid of sword and poignard—of the infantry in the Italian wars of the sixteenth century. In the passage from Paolo Giovio, which you have cited, he gives only ten feet for the length of the Swiss or German pike: this surely must be an error of inadvertence, for we know from a variety of relations that, throughout these Italian wars, the ordinary length of the weapon of the Lanzknechts, which they had copied from the Switzers, was from sixteen to eighteen feet; and all the authori-

ties of the following century recommend that the pike shall be made from fourteen to eighteen feet long."

"Yes; Giovio was here certainly wrong: twelve feet was the minimum, and it was often made half as long again. It was this absurd and unmanageable length given to the pike, which induced me, in my Treatise on the Column, to recommend the substitution of a partizan, only eleven feet long, surmounted by a flat pointed blade, like a two-edged sword, for cut and thrust. You remember my plate of it?"

"I do, in verity," said I, "and a proper slashing instrument it looks."

"Ah! my dear friend, that was indeed a charming weapon of my invention, and calculated for giving the finest gashes in the world; and I entreat you to urge upon your modern strategists the necessity of adopting it in place of your clumsy bayonets. I did all I could in my own time to introduce it; but the thick-headed prejudices of my contemporaries were too strong for the reception of the true principles of the art."

"To resume, however," said the Chevalier with a sigh, "our comments upon the equipment of the infantry of the sixteenth century, we come next to speak of the fire-arms, which were mingled in the same ranks with the pike, and which, as they were employed in greater quantity, gradually led to the displacement, first of the long-bow, and more slowly of the arbalest, or cross-bow. Of the various kinds of fire-arms, the earliest 'hand-gun,' or at least that principally in use, was the arquebuse, which seems to have answered more nearly to the modern carbine than anything else. We find it specially the weapon of the Gascon irregular infantry, as also of the light cavalry."

"Yes; and you will remember, too, that the Italian Black Bands, the best light infantry of the age, were arquebusiers."

"However, the arquebuse soon fell into discredit as a fire-arm for the infantry; and probably for the reason assigned by Montécuculi a century later, that the musket carried its ball farther, and that the man who could use the arquebuse might use the musket. Yet the original musket, or even the lighter fusil, which was the first improvement on it, must have been, as we know, a most ponderous and unmanageable weapon: for in its pristine state, it required full a quarter of an hour to load and discharge it; it was always fired on a rest; and even so late as his days, Montécuculi insists on the necessity of providing the musketeers, to make their aim the steadier, with this forked support, and recommends that it be furnished with spear-points, so that, when planted, it may serve as a defence against cavalry. Farther, the ammunition, instead of being made up in cartridges, and secured in a pouch, according to your modern practice, was slung to a shoulder-belt in front in small wooden cases, about a dozen in number, and each containing a charge; and these bandoleers, as they were called, were of course liable to explode on the man, like a string of crackers, at every spark from his own fire. Imagine, then, the original musketeer, laden with his huge piece and its rest, shackled with his combustible store of 'ammunition and match,' and can you conceive a being more encumbered and defenceless? And when, in addition to the weight and tardy operation of the piece, you consider, in the discharge, how clumsy and uncertain was this expedient of the match,

which was not exchanged for the firelock, until near the end of the following century, you will entertain but a miserable opinion of your original musketry, and subscribe to my conclusion, that the use of fire-arms could have had little influence on the revival of strategy."

"Yet, Chevalier, even in these Italian wars, almost all contemporary authorities agree in ascribing tremendous effects to the fire of the infantry. Both Guicciardini and Giovio, for example, notice the murderous execution done upon the Swiss at Bicocca, by the fire of the Spanish foot: 'ricevendo grandissimo danno,' says the former, 'da archibusieri Spagnuoli.' The Spanish fusileers, indeed, were famed for their excellence; which Giovio, in his life of Pescara, attributes to that accomplished commander, as the first who trained them to keep up a constant fire, each rank of their dense order, in succession from the front, reloading on their knees, while that next in rear gave its discharge. So, also, it was specially by their skill and activity as marksmen, that the foot of the Italian Black Bands acquired their renown. And even Macchiavelli, whose preference for the ancient strategy was as strong as your own, was induced, from the experience which his times had already gained on the effect of musketry, to propose in his scheme for the equipment of the Florentine forces, that one-sixth of the infantry should be fusileers."

"That was beyond the usual proportion: for to select a curious contemporary example from another theatre, the original force of five hundred infantry, which Hernan Cortez led to the conquest of Mexico, numbered, as you may learn from old Bernal Diaz, but thirteen musketeers and some thirty cross-bowmen in their ranks, the rest being armed only with pikes and swords. This band of adventurers, you will say, was far inferior in equipment to the regular troops of Spain; but the better-appointed expedition of Narvaez to the same region, mustered only eighty musketeers, and one hundred and twenty cross-bows, in eight hundred infantry. However, before the middle of the century, the famous military ordinances of the Emperor Charles V. established a proportion of two hundred arquebusiers, or fusileers, to one hundred pikes, fifty halberds, and fifty supernumeraries, in every band of four hundred foot; and the proportion of musketeers to pikemen in the same battalion, was doubtless continually on the increase in every European service, until, before the total disuse of the latter weapon and the substitution of the bayonet, it amounted to two-thirds."

"To pass from the offensive to the defensive arms of the infantry of the sixteenth century, you would probably, Chevalier, after Macchiavelli, liken the equipment of the German and Swiss bands to the Grecian, and that of the Spanish foot to the Roman."

"The distinction of the Florentine may have been fanciful; but it is matter for note for the curiosity of the similitude, that the Spanish foot soldier, with his sword and buckler, and his complete armour, had a resemblance to the legionary, as the Swiss, or Lanzknecht, had to the pikeman of the phalanx. The same defensive arms, the casque and the morion, or open steel cap, the iron cuirass and back-piece, were common to all the infantry in the Italian wars; and if, as we have seen, it was often only the front ranks of the Swiss and German bands, which were provided with these pieces of armour for skull and carcase, there was no better reason, that I know, for the lack than the po-

verty which was national to both people. But it is remarkable that the Spanish infantry—especially the first bands which landed in Italy under Gonsalva of Cordova, and the same equipment seems to have prevailed among them for years later—were cased in

'——Casque and morion,
'Vambrace, and cuish, and corselet,'

almost as heavily as the mounted *gens d'armerie.*"

"These brassards and cuisses for the arms and legs must, one would imagine, have rendered the movements of such an infantry exceedingly slow."

"Yet, individually, the Spanish foot soldier, like the Roman, was remarkable for personal agility; so by use may the human frame be prepared for any incredible exertion. And to this equipment in complete armour, with the buckler superadded, was the superiority manifested by the Spanish infantry at Ravenna mainly imputed by Machiavelli and others."

"With respect to the array and equipment of the cavalry, of which we are next to speak, I apprehend that the composition of this force had yet undergone little change since the feudal times. Throughout the Italian campaigns, the main body or reserve of cavalry in every army still consisted of a heavy *gens d'armerie*, completely cased in plate armour; and as its number continued to be reckoned by *lances*, an attendant force of lighter cavalry was usually implied in the enumeration; to each heavy-armed cavalier who formed, *par excellence*, *the* lance, several more lightly equipped horsemen being attached. And even after this custom of computing by lances fell into disuse, it may be seen by the regulations of the Emperor Charles V. to which I just now referred, that the heavy and light cavalry were mingled in the same ranks: for it was there directed, that under every guidon—or, as we should now say, in every squadron—of cavalry, there should be sixty cuirassiers, or lancers, armed at all points, one hundred and twenty demi-lances, and sixty light horse with long arquebuses. The Venetians, indeed, by their Stradiotes, or Albanian cavalry, had set the first example in these wars of employing light horse as distinct corps, and it was imitated by several of the Condottieri, who raised bodies of native Italian light cavalry: but the custom of mingling complete cuirassiers, whether armed with lance or the sword only, demi-cuirassiers, and arquebusiers, or carbineers, all in the same ranks, continued so late as to excite the reprehension of Montécuculi. For he thinks it necessary to recommend, that the cavalry of different description should be formed into distinct regiments, according to their armament; leaving it to the skill and discretion of the general to employ each in the situation best calculated for the purposes of mutual support. With respect to the lance, he explains why it had ceased in his times to form the principal weapon of the cavalry:—the difficulty of employing with effect a heavy *gens d'armerie* thus equipped, except on a firm soil and unenclosed plain. For the same reason, the weight of the complete cuirass, with its appendages reaching over the hips, had caused it to be discarded for the demi-cuirass; and the cuisses were laid aside as they were found to gall the horse, while the immense weight of the whole armour often produced a sore back, and overpowered with fa-

tigue both animal and rider. In short, to be musket proof in all its pieces, the armour of the complete cuirassier required a weight and thickness far beyond that of the chivalric days, and therefore altogether insupportable; and if each piece were not of proof, the fragments of iron which were forced into the body only made gun shot wounds the more dangerous."

"Hence, therefore, altogether was it that the morion, or open casque and the demi-cuirass, or breast and back-piece only, instead of the complete service of body armour, were adopted for the sole defence of the cavalier, and the heavy lance was exchanged for the long and straight pointed sword:—or, in other words, the man-at-arms was converted into our modern cuirassier."

"Obviously: but we have been anticipating the changes of a later age. At the period before us, the heavy cavalry, as I have already said, were still completely cased in steel, and fought for the most part with the lance; while even a portion of the lighter cavalry were equipped with the demi-cuirass and demi-lance and sword. Some part at least also of the light cavalry were armed with, first either the long-bow or arbalest, and afterwards more commonly the arquebuse, or carbine."

"And thus, in fact, with fire-arms, as with the *armes blanches*, the equipment of the light cavalry became that of the heaviest part of the same force in the following age, while the *gens d'armerie* altogether disappeared from the stage. The 'demi-lancier' and arquebusier were metamorphosed into the cuirassier and carbineer: as for the dragoon-proper, he was originally no more than a mounted musketeer with 'bandolier and half pike.'"

"Yes: but here again you overrun the record into the inventions of a later age. Let me recall you to the last point which we proposed for notice in the composition and armament of troops in these Italian campaigns:—their artillery. To enumerate all its varieties by name."

"You surely do not mean, my dear Chevalier," said I, with an imploring look of despair, "to fatigue yourself with all the items in a catalogue, which embraced every creature of prey that flies or crawls: for, in the words of one of your favourite worthies of the olden school, there be scarcely bird, or beast, or serpent, that hath not given its name to some craft, or device of artillery."

"Softly, my friend: I was going to say, when you interrupted me, that to enumerate all the varieties of artillery in the infancy of the art, were an endless task; for the calibres were multiplied in the ratio of their inefficacy. The kinds and nature of field ordnance principally in use, during the Italian wars, however, it may be as well just to mention; and it is singular enough, that their names were all borrowed from the falcon and serpent genera: whether, as an old author has observed, to denote the cruel violence, the swiftness, or the deadly nature of their effect. Hence the falcon, the falconet, the saker, (from *sacre*, French, and Spanish for a hawk); and even the musket, with the same conceit, has its derivation from the Italian *mosquetto*, a small hawk. So, also, we have the culverin, (couleùvre,) basilisk, aspick, dragon, &c. all named from the serpent tribe. To pass, however, from these idle touches of etymology, you need note only that the cannon proper, or whole cannon as it was called, threw a ball of some forty or fifty pounds, and with the demi-cannon, and whole culverin, from

twenty-four to eighteen pounders, formed the battering trains of the age: while demi-culverins, falcons, sakers, falconets, and *id genus omne*, throwing shot from nine to two pounds, or even a few ounces in weight, composed the field artillery. The calibres both of battering and field ordnance, therefore, did not differ materially from those of later times: but in its operations the artillery of the sixteenth century was immeasurably inferior to that of later times."

"I remember, Chevalier, that Guicciardini assigns to your countrymen the honour of the first improvements in artillery. In the opening of his history, where, before he proceeds with his narrative of the invasion of Italy by the French, under Charles VIII. he stops to describe the superiority of their military system over that of the Italians, he expressly numbers the changes which they had effected in the foundry and equipment of their ordnance, among the causes whereby their army had become most formidable. They had rendered their artillery '*di tal sorte che giammai non aveva veduta Italia la simigliante.*' They had cast their cannon lighter, and substituted iron shot for the rude stone balls still used in Italy; we know from other sources that they had already invented a travelling gun-carriage on two wheels, which was fastened to a limber much in the present form; they employed draught horses, as the historian notices, instead of bullocks, like the Italians, for the train; and finally, he tells us, that their gunners were so expert and active, that they fired with incredible rapidity and effect, and rendered these machines 'more infernal than human,' as useful in battles as in sieges."

"This report of Guicciardini entirely agrees with the declaration of Giovio, that Italy had never seen the like of the train of artillery which accompanied the French army. But the French improvements soon became general; and only a few years later, the Duke of Ferrara,—that Alfonso of Este who was the patron of Ariosto, and whose taste for the mechanical arts was greater than his love of poetry,—by applying his attention to the foundry of cannon, had created the finest train of the age. How materially his artillery contributed to the French victory at Ravenna you need not be reminded."

"You have omitted in your enumeration one curious species of field artillery, which the Spaniards employed on that occasion: Pietro Navarra, as we are told by Guicciardini, had, intermingled among his infantry, thirty chariots, or waggons, bristled with spears, on which a variety of light ordnance—such as hacquebettes, of the nature of swivels or wall pieces, it is to be presumed—were mounted; nor was this expedient uncommon, I think, in the defence of a position."

"It was not; and indeed the quantity of small artillery, such as sakers and falconets, employed by armies in the field, seems to have been continually augmented. But the battering trains used in sieges still consisted of only a very few heavy and unmanageable pieces of the larger ordnance; and when we view their meagre concentration of fire, their slow approaches, and their feeble heads of attack, unconnected by parallels, or other places of arms and good trenches of support, we shall entertain but a very contemptible opinion of the state of the art among the engineers of those days:—even though it was upon the same theatre that Navarra first introduced the subtle use of the mine,—or rather revived the science of antiquity, by applying the expansive force

of gunpowder to its aid. But the whole subject of the attack and defence of places, or the progress of the science of fortification from ancient to modern times, may one day form a distinct matter for our discussion. Meanwhile, putting aside both the proper craft of the engineer, and the proper science of those

——' Mortal engines, whose rude throats
The immortal Jove's dread clamours counterfeit,

be our discourse limited to the general constituents and changements of strategy: and having in these presents sufficiently delivered our verbosity on the armament and composition of troops in the school of Italian warfare, during the first half of the sixteenth century, prepare we at our next meeting to discuss the characteristic qualities of soldiership which were displayed by the levies of each nation on that renowned field of action, and the system of tactics which is illustrated in their various achievements."

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P. K.

NAVARIN IN 1825.

FROM THE UNPUBLISHED JOURNAL OF A LATE NAVAL OFFICER.

On approaching the coast of Navarin, the first object that proclaimed our vicinity to the scene of the late contest,† was a squadron of thirteen Egyptian men-of-war observed cruising off this point of the Morea. We soon passed through this squadron in the offing, and entered the bay about sunset, where we found not less than forty-nine more vessels lying at anchor. The red flag was seen flying on numerous eminences, and on batteries which had been thrown up round the town. Extensive camps whitened the hills towards the interior, and Navarin was completely invested by the forces under Ibrahim Pacha. All hostilities had, however, ceased; as the Greeks, a few days previous to our arrival, had capitulated, and were waiting the arrival of vessels to convey them to Calamata, which the Pacha had on his side agreed to do at his own expense. Until their stipulated embarkation, the Greeks were allowed to keep their own flag flying on the citadel and battlements of the place, while their late besiegers kept their positions around.

The bay, or rather the harbour of Navarin, is one of the best and most extensive in the Morea, and is celebrated in the page of classical history, especially as being the scene of a most gallant combat between the fleets of the Lacedæmonians and Athenians; the last of whom commemorated their conquest by the erection of a statue to Victory at Pylos, which stood on the main land, at the lesser or northern entrance of the harbour. In ages prior to this event, the famed Nestor is said to have held here the seat of his government, and dispensed wisdom and justice from the foot of the Ægalean hill. In the distant bosom of this capacious harbour lies the island of Sphacteria, affording at each end an entrance between it and the main land, on the southern arm of

† Between the Greeks and the Turco-Egyptians under Ibrahim Pacha.

which is situated the town of the present or new Navarin. The town is but an inconsiderable place, and may contain about 4000 inhabitants. It is, like many other Turkish towns, surrounded with a wall, about twenty feet high, without a fosse, and flanked by several round-towers, having embrasures, and loop-holes for musketry. Though occupying the rising ground forming the south side of the entrance into the harbour, yet being overlooked by the hills and heights in the rear, among which the cone-headed Temasthia is the most conspicuous, and confronted by lofty rocks and islets on the northern side of the entrance, the town can never be considered a very tenable place, without the protection of a fleet. Thus protected, however, and with some batteries built on the north side of the entrance, it would command one of the finest ports in the world, being several miles in circumference, and having a most extensive anchorage. The Scala, or landing-place, is a good way up the harbour, and about two hundred yards from the walls of the town; and from it the embarkation of the Greek prisoners took place, on the day after our arrival.

Being desirous to witness the evacuation of the place, our party were on the ground early in the forenoon. The gate of the town opposite to the Scala had been opened sometime previous to our landing, and about half-way between a breaching battery and the walls, a body of Greeks were seen huddled together, and waiting, under the muzzles of some hundreds of Arab musketry, the arrival of the Pacha from his pavilion, to superintend their embarkation. In a short time a great bustle and noise took place among the crowds of Arabs, who had collected from the different camps, to see the poor captives leaving the walls which they had so long and so ably defended; and from the direction to which every eye was turned, the cause of the commotion was soon made manifest. The Pacha and his suite were making their appearance on the top of the hill in the rear of the town. He was mounted on a beautiful Arabian, and from the splendour of the animal's trappings, and the distance at which the rest of the retinue followed him, the Pacha was easily distinguished among the other turbaned equestrians. On his arriving at the foot of the hill, and among the crowds covering the beach, he could, moreover, not be mistaken, for every soldier quickly got out of his way, and left the ground clear before him; and some, who were not alert enough in doing so, very soon felt his displeasure, for he seized large stones from the ruined walls beside him, and, with his own hands, threw them at their unlucky heads,—a strange mode, I thought, for a Prince to correct either his subjects or his soldiery.

His dress was a loose green jacket, embroidered with silver; an under vest of the same colour, fitting close to his chest; black petticoat-trowsers, with a coloured silk scarf round his middle; green silk embroidered buskins, white stockings, and red morocco slippers. He wore a lofty white and green turban, and his mustachios and beard were strong and dark. He was armed only with a handsome though plain sabre, suspended by a silk cord over his right shoulder. He is about five feet six inches in height, very stout, of a complexion inclining to fair, marked with the small-pox, and apparently about thirty-two years of age.

On his arrival at the beach he dismounted, and the embarkation of

the Greeks instantly commenced; each one on passing the Pacha, and the double line of armed soldiery, having his person examined by some of the Turkish officers. As there were upwards of one thousand of these unfortunate exiles, it took up a considerable time to inspect them. The Greek officers alone were allowed to carry off their arms and military accoutrements; and they, to the number of twenty-five, followed in the rear of their countrymen. The officers were mostly all young men, and of active appearance; they wore the Albanian costume; and notwithstanding they were placed in such humiliating circumstances, they did not appear to have lost the firm step and graceful carriage of person, for which the Greek mountaineer is so much distinguished. They walked with an independent gait and undisturbed features, through the long line of gazing soldiers, to the boats; nor did they cast one lingering look on the walls they had so ably defended, and which disunion alone among their compatriots had compelled them, from want of supplies, to relinquish. What gave a colouring of distress and melancholy to the scene, was the care and tenderness which the exiles seemed to pay to their sick, wounded, and dying, some of whom were carried along on biers, and who seemed to be soon destined for another world; others were carried on the backs of their friends, or in their fellow soldiers' arms. It was also pitiable to see the way in which six poor females, who had apparently only waited the result of the siege, were burdened with bedding and other household furniture; and even two little children were seen conveying all that they could of the remnants of their penates, and following the fate of their unfortunate mothers. Amid the hurry and bustle of such a scene, devotion for their religion was not forgotten. Several, with a priest at their head, were charged with the few valuable ornaments which their church possessed, such as the lamps, candlesticks, &c. and one young man seemed to claim no other important charge but that of a turtle-dove, which he had in a cage—a fit emblem of the condition of its owner's country. The greater part of the Greeks, though looking fatigued, were young, and had not apparently suffered much from the siege; some of the few aged who were among them, recognized us as Franks, amidst the crowd of turbans and swarthy Arabs; and bowing as they passed us, put their hands to their hearts, but ventured not to speak with us, as a line of soldiers was on each side of them.

All this proceeding was conducted with great order, and not an insult was offered to any of the prisoners; not, perhaps, from want of inclination, if we might conclude from the nature of the war between the parties. Any act of this kind would, no doubt, have called forth the fatal stretch of the Pacha's displeasure; since he took several times large stones and struck the soldiers nearest to him, whose offence appeared to be only an eagerness to see those with whom they so lately had been fighting. The men seemed to be well accustomed to such summary treatment; without saying a word, they tried to run, as fast as possible, out of his Highness's way. Every one of his movements and change of features appeared to be watched; and during the whole time, notwithstanding the beach was crowded with more than two thousand people, not a syllable was heard; and every one afterwards retired peaceably to their respective camps.

When all the Greeks had embarked, Ibrahim mounted his horse,

and, followed by his ministers, generals, guards, &c. started for his nearest pavilion, which was about two musket-shots distant from the beach, and pitched under the shade of some olive and other trees. On ascending the gently rising slope leading towards it, and just as the bay and town both opened to his Highness's view, the Ottoman flag was hoisted on the walls of Navarin, under a general salute from every man-of-war in the bay. No greater triumph could have been exhibited, if the numbers on either side had been reversed, and the Pacha had taken the place at the point of the sword; whereas, the conquest was under circumstances which added little to the coronal wreath of a soldier. Circumstanced as these thousand Greeks were, without any dependence or assistance from their divided countrymen, capitulation was a happy turn of fortune offered them; since if they had held out and failed in getting relief, death from the edge of the scymitar must have been their only portion on falling into the hands of their enemies.

Navarin being the first place on which the Egyptian flag had yet been hoisted, the salute was perhaps called for in the presence of such a host, as well through the hopes of intimidation as encouragement; though, judging from the already roused spirit of the Greeks, such a triumph will not have rung in their ears without a different effect, and the guns which shook this day the mountains of Messenia, must only serve to awaken every patriot heart to fresh energies in the defence of his country.

The Pacha, soon after the salute, entered his tent, which overlooked the bay; and being there joined by his higher attendants, he sat down to smoke in the centre of his retinue. His tent was spacious, and the floor covered with rich carpeting, which was again overlaid in the middle by another carpet of richer texture, on which his Highness himself sat, after the manner of the East. On his right sat two of his ministers and the Tripolitan Admiral; while on his left were the English, Austrian, and other European officers, who had come to wait on him, and were all standing. His dragoman was an Armenian, aged, and spoke several languages fluently. Being in great spirits, no doubt from the scene he had just witnessed, the Pacha's features were then perhaps in their most happy mould, and he was extremely courteous, ordering seats, coffee, and pipes. When these last were handed to the strangers, he ceased himself to smoke, and continued so as long as his guests were using their pipes—an etiquette that, I believe, he observes when smoking in the presence of strangers, which is an honour he seldom confers. On a nearer inspection I may add, that his features are round, robust, and marked a good deal with the small-pox; his eye is very sharp and shrewd-looking, and on speaking, his forehead gathers between his eye-brows, showing a considerable share of unnatural irritability. His demeanour was not marked with so much of that hauteur as might be expected from an Ottoman Prince, in the midst of an army of his vassal subjects.

REMARKS ON MILITARY PUNISHMENTS.

BY SIR GILBERT BLANE, BART.

In the Committee of Ways and Means in the year 1827, as well as in former Sessions of Parliament, there arose, on the Army Estimates being submitted to the House of Commons, a debate regarding the expediency of Corporal Punishments. Several Members, in speeches of great length and warmth, alleged that they were cruel and unnecessary, that they tended to degrade the character, and to break the spirit of the British soldier, and that they had been laid aside by the French in the late war.

It has occurred to the writer of this, that in addition to the other arguments brought in defence of this practice, it might have been urged with good effect, as an historical truth, that our troops have never so clearly as in the late war, (a war momentous and protracted beyond all former example,) evinced their superiority in encountering the enemy man to man. For is it not undeniable, that in the numerous conflicts during that period, the day of battle never failed to prove a day of victory, and that, whether the numerical force on each side was equal or unequal.* Is there here any proof of a degraded character and broken spirit in the British army, or can there be any thing more gratuitous and incorrect than to assert, that the character of a whole army can take its colour from the infliction of punishment on a few individuals? As well might it be said that the character of the whole civil community is contaminated by that of the few wretches whom it is found necessary to sacrifice to its protection.

But it may be fairly questioned, whether punishment does degrade and break the spirit of the objects of it. This might truly enough be affirmed with regard to officers, but it would argue the most childish simplicity and ignorance, to compare the feelings of gentlemen of birth and education with those of a different rank in society, whose minds are quite differently constituted. Would it not be more natural to compare the feelings of soldiers, in the situation of rank and file, with those of school-boys; and the Members of the House might have been asked whether they felt themselves degraded, or their spirits broken, by having been whipped at school. That some degree of disgrace should attach to punishment, whether in school or in the army, is a salutary ingredient in its effect; but neither school-boy nor soldier will bear any ill-will to his master or officer, provided the punishment has been justly inflicted. Nay, quite the contrary, for a little reflection will produce perfect acquiescence and even gratitude.

The wholesome effect of a little rigour in educating youth and training soldiers, will also appear from this, that lads who are spoiled by over indulgence and mistaken tenderness, seldom fail to become more undutiful and ill-behaved than those who have been brought up more strictly, and with a due measure of chastisement and reproof. Indeed, attachment of the heart and real respect seem incompatible with that contempt which attaches to an excess of lenity,

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* It is not generally known what a great inequality there was between the French and Allied armies at the battles of Quatre-bras and Waterloo. It appears from official documents, that the number of the British cavalry was 6,170, that of infantry 16,816. The German Legion and the Hanoverians consisted of cavalry 2,713, infantry, 12,806 —Total 38,505. The number of the artillery, Dutch and Brunswick troops, are not exactly known, but are computed to have been about 10 or 11,000, so as to make the whole amount of the Allied forces barely 50,000. This is of course exclusive of the Prussians, who did not come up till the evening when the enemy was broken.

On the other hand, it appears by official documents found on the enemy, that Buonaparte opened the campaign with the number, of all arms, amounting to 154,370, and Waterloo to 106,120.

This account is taken from an Appendix by Sir J. Sinclair to Gen. de Muffling's History of the Campaign of 1815.

whether among children or adults. We have heard of an officer being both loved and feared, but never of his being loved and despised.

In farther corroboration of the superiority of British troops in battle, a strong and flattering proof may be adduced from the testimony of foreigners, who cannot be suspected of being swayed by national partiality. The most respectable and eminent of these is the Prussian General De Muffling, who was commissioned by Prince Blucher to be about the person of the Duke of Wellington in the campaign of 1815, and was present at the battle of Waterloo. He wrote and published a history of that campaign in the German language, in which he testifies, that though the British troops may not be equal to those of some continental powers in the light warfare of skirmishes and partisan service, which they do not much study, he adjudges them a decided superiority in those pitched battles by which the destinies of nations are decided, and for which he says they are "purely and exclusively calculated; the British soldier is vigorous, well fed, by nature highly brave and intrepid, trained to the most rigorous discipline. The infantry resist the attacks of the cavalry with great confidence, and when taken in flank or rear, they are less disconcerted than any other European army."

The great sin which besets English soldiers and sailors is drunkenness. To this, nine-tenths of all their irregularities are directly or indirectly imputable; and it must, however reluctantly, be confessed, that the common men of the Continent have in this respect the advantage of us; nor can this be enough deplored, being a serious disparagement of the material of the British army, so superior in other points of military character. It is in fact this which renders corporal punishment more necessary with us than in the other armies of Europe.

This unhappy propensity was grievously felt in the course of the Peninsular war, particularly on the retreat from Burgos, and that on Corunna, where the men, regardless of all authority, broke open the stores of the army, and the cellars of the inhabitants, in search of wine and spirits. Of the pernicious effects of their misconduct, they themselves were the victims, by the misery and death which it drew down on them. To an evil so utterly subversive of the subordination and efficiency of a soldier, some strong remedy must be applied; and if any other than corporal punishment could be suggested by any one, great would be the obligation to that person on the part of every friend to humanity and to his country; and by none would it be so gratefully acknowledged as by the officers of the army.

Another great point of difference between the armies of Great Britain and those of France is, that the former are raised by large bounties, the latter by compulsory conscription. It is natural to suppose that on this principle, men of a better moral description would fall to the lot of our rivals than to ourselves, the former being taken indiscriminately from the population of all ranks, the latter from the most idle and licentious of the commonalty, whose chief inducement is the lure of a high bounty. The writer of this wishes to ask those gentlemen who boast of their superior love of liberty and humanity, and are such great admirers of French fashions, whether, in order to abolish flogging, they would willingly commute the method of levy by bounties for that of compulsory conscription?

The inferiority of discipline in the French navy is as remarkable as in their army. The writer of this has served in the navy, and has been present in several battles between great fleets. He never observed, nor ever heard it remarked, that men who had undergone punishment were less intrepid than others; though he will not go the length of agreeing with one of his brother officers, that he thought their courage was rather improved by it. It is matter of notoriety, that among the French, both in civil and military life, there is more familiarity between the highest and lowest in rank than among the English. This will be best illustrated by an anecdote which the writer of this gathered, along with other pieces of information, from the officers of that gay and affable nation, who were brought on board of the Admiral's ship as prisoners, along with the Comte

de Grasse, the morning after the battle of the 12th of April, 1782. The French being by their genius a more aristocratic and military nation than the English, (I mean under the old *regime*,) it is presumable *à priori*, that they would be more punctilious and distant to their inferiors than those in the like relations of rank in England. That it is not so, however, at sea, any more than in the army and in civil life, is proved by there being none of those respectful decorums and ceremonies so strictly observed on a British quarter-deck, where more punctilio is observed than any where else I know, except at the Court of St. James's. They told us, that one day, in fine weather, some seamen having squatted themselves on the quarter-deck, and engaged in a game at cards, one of them started up, and addressing the Comte De St. Simon, who was walking by them, bade him, with an air of great interest, remark, that he and his adversary held such and such cards, *non-obstant, l'auriez vous cru, j'ai perdu la partie —Avec votre permission Mons. Le Comte*, helping himself to a pinch of snuff from his box.

But with all this familiarity and laxity of discipline, does the Frenchman at sea, any more than at land, fight better than the Englishman, who observes the most respectful demeanour to his officer? On this point, to the evidence of history, the writer of this will add that of his own personal testimony. At the breaking of the line in the last-mentioned battle, he was so near one of the enemy's ships, as to see the French *cannoniers* throw away their handspikes and rammers, and run from their quarters, while our men stood unflinchingly to their guns.

And he cannot help digressing here for a moment, to relate a speculation in which he indulged with Sir Charles Douglas, Captain of the Fleet, (whose duties are analogous to those of the Adjutant-General of an army,) on the cause of this diversity of the national manners in the intercourse of the upper and lower ranks. Sir Charles was the most accomplished sea officer the writer of this ever knew, being endowed with a considerable share of science and literature, as well as inventive genius; for it was he who introduced the use of locks to guns in the navy, also a better method of traversing guns, and other improvements. His theory for explaining this paradox was, that a French gentleman considered himself, by his rank, at so immeasurable a distance from the vulgar, that there could be no danger of blending so wide a distinction, and was familiar with his valet, common soldier, or sailor, as he would be with his dog; whereas, all Englishmen being in the eye of the law equal in rights, the superior is jealous of his rank; and, being apprehensive of disrespect, wards it off by a distant and imperative manner. And it is not much out of place here to remark, that it was considered as a fortunate circumstance for the service, that the Commander-in-Chief of the Fleet in the West Indies, in the memorable campaign of 1782, should have had about his person, to assist and advise him, so able an officer as Sir Charles Douglas, he himself being almost always in such bad health, either from illness or convalescence from the gout, from debility, and unequal spirits, as to render him less equal to the fatiguing and anxious duties inseparable from such high responsibility.

The writer will now advert to one or two remarks which were reported to have fallen from the gentlemen in Opposition in the course of this debate. One of them suggested the trial of substitutes for corporal infliction, such as hard labour or confinement. These have already been tried by the army authorities, but they have done nothing. The culprits returned from the gaol and the treadmill only more hardened villains. The service of the soldier would also be lost for a longer period, and it would be quite impracticable on actual service.

It was proposed by another honourable member, that these punishments should be abolished by way of experiment, and revived if it should be found that the service could not be carried on otherwise. The example of the Penitentiary at Millbank was quoted; where, however, it was found necessary to return to corporal punishment after it had been abolished for a time. No two cases can be more different; and obviously so, for in the Penitentiary this may

be practised with perfect safety, the subjects of it being unarmed and under coercion; whereas, soldiers are at large, with arms in their hands. Is it not perfectly conformable to what we know of human nature, and of the character of this class of men, that in case of the revival of flogging, after having been abolished, a mutiny and rescue would most probably occur on one of the first occasions of inflicting punishment; and is it quite impossible that this spark might kindle a conflagration in the whole army, with circumstances and consequences too frightful and appalling to be named or contemplated? When with this is coupled the ruin of that discipline which has made our arms triumph over the whole world, would it not be the height of madness to attempt such hazardous experiments? Has not the folly of hasty and ignorant experiments been sufficiently exemplified in the French Revolution, to serve as a beacon and warning to future generations? Let us, therefore, hold fast that state of things which has raised this nation to its present pinnacle of renown; not the vain renown of a conqueror, whose glory it is to trample on mankind by violent and unjust aggressions, from the mere lust of power, but that renown by which Britain has saved herself, and rescued other nations, from the most ignominious thraldom with which the civilized world was ever threatened; and at the thoughts of which every British bosom must swell with rational exultation at the part which his country has acted in effecting this truly great and glorious consummation.

In order duly to appreciate the value of military discipline, let us take a cursory review of ancient warfare.

No nation of antiquity carried their arms so successfully, permanently, and extensively, over the world, as the Romans. No point of history can be better ascertained than that they owed this entirely to the excellence of their military discipline; for they were inferior in bodily stature and strength to most of the surrounding nations; greatly inferior in these respects to the Gauls, and still more to the Germans, who also surpassed them in brute courage. Their discipline was found more than a match in contending against these odds. No people could be more jealous of their civil liberties and immunities, particularly in what regarded their persons. No Roman freeman *(ingenuus,)* even in the most remote provinces which had been presented with the privileges of citizenship, could be scourged; and we find St. Paul in the Acts of the Apostles, pleading this privilege when threatened with this punishment. No such tenderness was shown in war; for we find in their history constant allusion to corporal punishment, particularly flogging, which was performed, not with lashes, but with rods or cudgels. To military discipline did they sacrifice their dearest civil rights; for it appears that this was in practice during the Republic, as well as under the empire. The author, who is most full on this subject, is Vegetius, in his elaborate Military Institutions. He enumerates a variety of punishments calculated to operate merely by disgrace, such as loss of place in the ranks, being compelled to march with the baggage, to eat standing, to be reduced from the cavalry to the infantry, &c. But for the more grave offences, severe corporal punishments were inflicted, and nothing can prove more that it made part of their system, than that there was an office, called *Fustuarius*, who, as appears from his name, was a sort of Provost-Marshal, appointed in every legion, to superintend these punishments. Under his eye they sometimes practised it in the manner of running the gantlet (or rather gantelope*). The *Fustuarius* merely laid his rod or cudgel across the shoulders of the offender, as a

* This term is compounded of two words of Teutonic origin, *Gant*, a glove, and *loofen*, as it is in low Dutch, and *laufen* in high Dutch, to run. The gantlet was a piece of defensive armour for the hand and fore-arm, in use in the middle ages. As iron entered into its composition, a slap with it was no joke; for there can be no doubt that it was occasionally used as one of the readiest instruments of chastisement. Edward IV. striking a Prince, the heir of the rival house of Lancaster, with his gantlet, is quoted by historians as an instance of brutal cruelty and insolence.

signal to run, and he was so roughly treated by the soldiers of the line, who were also provided with rods or cudgels, that he rarely escaped with his life. In cases of still more aggravated guilt, tortures and death were inflicted. If flogging were to be abolished with us, would not reduced diet, long imprisonment, slavish labour, and death, be fully as cruel, as likely to break the spirit of men, as little befitting the genius of a free country? and it could not fail greatly to embarrass the service.

Though those Members of the House of Commons who moved this question have no doubt felt much disappointed at their defeat, it must be matter of great consolation to them to learn, that the frequency of these punishments has for a considerable time past been on the decline. This has been brought about partly by officers considering the superintendence of the men's morals to be more a part of their duty than was formerly the custom. And the modern improvement in the habits and morals of the officers themselves, is no less a matter of congratulation. Salutary regulations have also of late been established with regard to the men's messes; one of which is, I believe, the dilution of the spirits served out to them. The writer of this is also inclined to believe, that the sobriety of soldiers, sailors, and that of the labouring community, in general, has been sensibly promoted by the growing taste for tea and coffee. Not only does the purchase of these articles leave them less means for procuring fermented liquors, but their daily use creates a change in the palate and stomach unfavourable to the taste for stronger stimulants. In case these articles of diet should be suspected of a tendency to beget effeminacy, this objection may be answered by asking whether there are any proofs of diminished hardihood and valour in our times compared with preceding ages; in other words, whether the battles of Trafalgar and Waterloo will not stand a comparison with those of Cressy, Blenheim, and La Hogue, when these luxuries were either entirely unheard of, or unknown in this rank of life.

This improvement of morals, particularly as respects sobriety, (intoxication, as already stated, being the cause of nine-tenths of the outrages among English soldiers,) presents a pleasing prospect of the gradual and spontaneous diminution of corporal punishment. Might it not shortly, therefore, be safe to abolish it altogether? In answer to this, it may in the first place be stated, that upon this supposition, such a punishment would in a great measure be unnecessary. But farther, were it to be abolished by authority, might not this tend to unhinge the whole admirable system of our present discipline, and endanger the loss of that vantage-ground which we so eminently and confessedly occupy over the whole world? Let it be recollected, that whatever confidence may be reposed in the loyalty and fidelity of our soldiers, an incident occurred not long since, illustrative of what might be the consequence of no longer retaining this power. An unusual disturbance, bordering on riot, broke out one day among the men of one of the regiments, without any visible cause; but on inquiry it came out, that the cause was that these men were impressed with the belief that one of the Members for Westminster had procured them an immunity from flogging in all time to come. This, as well as the known principle which actuates the bulk of mankind, ought to teach us that, however rare the occurrence of offences may become, the secret and habitual consciousness of their being subject to severe punishment, would have a most salutary effect on conduct, by maintaining a due reverence for authority. In case of its perpetual and total abolition, farewell to that superior steadiness and precision, that prompt obedience (nay, personal respect and attachment) to officers, so candidly and liberally conceded to us by our allies, and under which our soldiers, when led by the like commanders as in the late war, will for ever prove themselves invincible!

There was an argument in favour of legal abolition, much insisted on by one of the Members who took part in this debate, grounded on the principle that those who were guilty of abuses would never do them away of their own accord, and that no reformation in any quarter could be ever effected but through legislative compulsion. Would slavery, he asked, be ever abolished by the masters

of slaves, or would the vicious practices of the members of the law, carried on under the sanction or connivance of the Courts themselves, exposing the litigants to extortions, frauds, and delays of justice, ever be remedied by judges, barristers, and attorneys? Did ever an analogy so inapplicable enter into the mind of man? The instances adduced proceed on the supposition that those who wish for the perpetuation of abuses have some interest or satisfaction in their continuance. The interest which masters of slaves have in the continuance of slavery, and of the members of the law in clinging to exorbitant fees, is sufficiently obvious and intelligible; but what possible pleasure or profit can arise to military officers from the multiplication or severity of punishments? It seems almost incredible that this honourable gentleman, as reported in the daily press, could so far forget what was due to himself, as, under the shelter of his situation, to utter any thing at once so unfounded, and so offensive to the feelings of other gentlemen present, who by their profession are peculiarly alive to imputations on character. The heat of debate can alone excuse this, and cool reflection has since, no doubt, convinced him of his error. If, on the other side, there were some symptoms of want of self-command, there is some excuse for this when a gentleman of honour is driven to the utmost verge of human endurance, and smarting under unmerited calumny; for the writer of this must again repeat, that, of all other men, the officers of the army would most rejoice at any proposal consistent with the good of the service, by which they would be saved from the most painful of all their duties.

No impeachment is here intended against the purity of the motives of those Members of the Legislature who brought on this discussion. On the contrary, the writer of this has an unfeigned respect for those who boldly, disinterestedly, and with the best intentions, bring forward motions in favour of the purity of Parliament, and the curtailment of unnecessary public expenditure; and he sincerely regrets that the attention and credit due to such laudable endeavours, should in any degree be damped and frustrated by the effect produced on public opinion by such chimerical and mistaken plans of reform as that in question.

There are certain gentlemen who, with all the advantages of book learning and speculative knowledge, labour under the great disadvantage of never having been practically engaged in the great affairs of the world, whether civil or military, in peace or war, (except indeed in the war of words,) and for want of habits of experience, are poorly qualified for forming sound judgments on the actual administration of public duties. And it is impossible here not to call to mind that well-known passage in the Roman history, wherein we are told of Hannibal being once lectured on the art of war by a schoolmaster, and of his treating his pedantic pratings with the most sovereign contempt.

The writer of these remarks will conclude them, by expressing his surprise that gentlemen, making pretensions to the qualities of legislators and statesmen, should be so little versed in the nature and spirit of penal jurisprudence, as to conceive that the sole purpose of punishment consists in the reformation of the delinquent; for one of their main arguments for the abolition of flogging was, that it had no effect in amending his character. Now, in the first place, the writer of this denies the fact; for he has observed a sensible and gradual, though seldom a sudden or radical, reformation in the conduct of the punished individual. But, secondly, what are we to think of the representatives of a great nation, who are not aware, that the main object of punishment is neither to give vent to vindictive feelings and indignation at vice, nor even the reformation of the individual, but to exhibit preventive warning to the community at large. This is better expressed by Tacitus, who, in a passage in his Annals, touching incidentally on this very subject of military punishments, says, with that terseness of phrase and soundness of reason peculiar to himself, that the proper end of punishment is *ut ad omnes metus, ad paucos pœna perveniat.*

NARRATIVE OF THE WAR IN GERMANY AND FRANCE.*

BY THE MARQUESS OF LONDONDERRY.

It is of the first consequence to the purposes and composition of History, that her scattered ingredients should be accumulated from the versions of eye-witnesses, or parties in some sort concerned in the transactions which it is her office to place on permanent, and, as far as may be, authentic record. The very discrepancies of these accounts lead to closer investigation, and tend to elicit truth; while the minute motives and circumstances brought to light by personal observation, furnish us, as it were, with the anatomy of events, and enable the Historian to compose his picture with a due force of contrast, and truth to nature.

We do not recollect to have ever read a Memoir more calculated than the Narrative before us, to qualify the extravagant admiration with which we have been in the habit of regarding the events and personages of a strife, so stupendous and popular as that maintained by the Allied Powers of the North against Buonaparte, during the period treated of by the Marquess of Londonderry. Mighty, and just, and splendidly decisive as that war unquestionably was, we here find reason to ascribe its unlooked-for consummation, alike brilliant and solid, less to the wisdom, harmony, and lofty impulses of those who waged it on the side of suffering Europe, than to the reckless pride and infatuation of the Arch-Enemy, and the political revulsion his excesses excited. A memorable illustration of the aphorism "*quem Deus vult perdere priùs dementat*"—Napoleon threw away every chance, and clung with stubborn tenacity to positions and pretensions alike untenable: while his adversaries, combined yet without concert, conscious of strategical inferiority, and surprised by unwonted successes over their habitual conqueror, were ready at every step to rest on their arms and negotiate for peace.

In the spring of the year 1813, when the tide of war had rolled back from the Moskwa to the Elbe, the victors and the vanquished, mutually exhausted, sought to recruit their strength and repair their means for a desperate and final struggle. It was at this period the writer of the Narrative, then Sir Charles Stewart, was dispatched by the British Government to the North of Germany, as the accredited Minister and Military Commissioner, in conjunction with Lord Cathcart, at the Head Quarters of the Russian and Prussian armies. His mission also included the charge of all matters of a military nature connected with the army of the Crown-Prince of Sweden, who, it will be remembered, was subsidized by Great Britain. Of the opportunities of action and observation thus afforded him, Sir Charles Stewart was not slow to avail himself; and the train of events which followed in such rapid and astounding succession during the two momentous years of his mission, is here inartificially recorded in a series of letters, originally addressed to his brother, the late Lord Londonderry, and now slightly connected in a narrative form. The chief merit of this work is its frank and soldier-like tone and undoubted authenticity, at all times valuable qualities, but doubly so as guaranteeing the new and intimate lights thrown by so close an observer on the movements of the allied hosts, and the character and councils of their leaders. Conducting us frequently behind the curtain, the Marquess gives us an insight into the clumsy machinery and managerial shifts of the great Confederate Drama, which does not enhance the general effect, as we have been hitherto accustomed to view it, mellowed by distance and blazoned by enthusiasm. We have as yet seen little but the brilliant results—here the modes and motives are also brought in close review before us. Yet it must not be inferred that the highest qualities were wanting in the illustrious actors on this glorious arena, or that they did not "deserve success;"—

* Narrative of the late War in Germany and France. By Lieut.-Gen. Charles William Vane, Marquis of Londonderry, G.C.B. G.C.H., &c. &c.

the reverse is eminently the fact, as amply shown in the candid and liberal views of the Marquess.

The efforts made by France at this season to retrieve her losses and regain her commanding attitude were surprising; yet, from obvious causes, the *morale* of her troops seemed impaired, while the ardour and confidence of the allies appeared to augment in proportion to the depression and dispersion of their opponents. In the latter end of April, the allies moved incautiously from Dresden, crossed the Elbe, their safest line of operation, and advanced to the Saale, upon which river Napoleon had concentrated his forces, and which he now passed, moving rapidly on Leipsic: during this operation, the head of the allied columns came suddenly on the right flank of the French divisions, in extended and rapid order of march by Lutzen on Leipsic. Here was a splendid though unforeseen opportunity of retrieving the imprudence of their forward movement from the strong line of the Elbe, and of retaliating in kind the decisive overthrow of Jena and Auerstadt, for which a parallel occasion, even more favourable to the allies than the former to Napoleon, now presented itself. The attempt was made, to the distinguished honour of the attacking troops, but from want of the same combination and ability in their leaders, with very different results. The French, though surprised and thrown into disorder in their centre, ultimately manœuvred so ably and resolutely with their wings as to arrest the success of the allies, who, on the morrow of the battle of Lutzen, which was a drawn affair, retreated, at first in much disorder, upon Dresden, repassed the Elbe which was abandoned as their line of operations, and took up a position at Bautzen, covering the roads to Silesia and the Oder. Here the gallant writer introduces some characteristic sketches of the different armies composing the allied forces, distinguishing their actual state and composition, and the peculiar spirit of each; summing up with some sensible observations on the rash advance of the Northern forces into the very heart of Germany, leaving in their rear the powerful fortresses of the enemy, who approached their supports and resources, while the former were at every march increasing the distance from theirs. In consequence of the illness of Kutusoff, the chief command of the allied troops had been conferred on Wittgenstein, who, however, showed incapacity for so comprehensive an office. A want of concert and capacity in the chiefs unfortunately paralyzed the devotion and bravery of the troops, while territorial and political considerations were suffered to influence the military dispositions in the field—an interference ruinous to the actual conduct and due results of methodical warfare, which demands distinct combinations and uncompromising execution. On the other hand, unity of impulse and interests directed the French army, whose practised leader, now availing himself of his advantages, was immediately *à cheval* on the Elbe and the Spree, prepared, like Frederick, to strike at any or every point.

Having assembled all the forces under his immediate direction, Napoleon attacked the grand allied army in their position near Bautzen. The latter fought nobly, as usual, but, as usual, were outmanœuvred, dislodged, and forced to retreat on Bohemia. This affair is extremely well described by the Marquess; and we had marked the passage for extract, but from want of space must pass on, touching, by the way, on the important events which succeeded.

In the mean time, an armistice was concluded between the Belligerents, which led to nothing; and in the middle of August, Austria joined the coalition, and hostilities were resumed. Moreau had arrived at the allied head-quarters. After much jealousy and intriguing, the chief command of the allied hosts, now swelled by the accession of 160,000 Austrians, was nominally conferred on Prince Schwartzenberg, though the Emperor Alexander aspired to and virtually exercised the principal authority. On these subjects the Marquess makes some interesting revelations; and we are no longer at a loss to account for the disastrous failure of the precipitate and ill-concerted attack on Dresden, undertaken with gigantic forces upon an immense arc, without calculation, and almost without an object, except that being in front of the city, (why did they debouche from their strong hold in the Bohemian mountains?) "*it was necessary to do some-*

thing!" "No one," says the Marquess, "would own the project that had just failed; and each diverted the storm of blame from himself. Schwartzenberg excused himself by the observation, that there was no commanding with emperors and kings on the spot; and he certainly had a difficult card to play. Both the movements beyond the passes and the attack on Dresden, were undertaken against the advice of Gen. Moreau (who was mortally wounded). His conduct and demeanour, since his arrival at the army, had been generally spoken of in the highest terms; and he was the greatest loss the army could then have sustained. His heroism was truly great: after the fatal shot, he spoke to the Emperor with the most perfect self-possession, never uttered a groan, and smoked a cigar the moment after the shot had struck him."

Buonaparte, entrenched and concentred in Dresden, with all his forces in hand, having resumed the offensive, and forced the Allies again to retire within the Passes of Bohemia, pursued them with more vivacity than prudence, and suffered in his turn a defeat; the corps of Vandamme and Bertrand, consisting of 30,000 men, being annihilated near Toplitz and Kulm. Meanwhile Blücher, the indefatigable and indomitable, at the head of the army of Silesia, so pressed the French corps opposed to him on the Katzbach and Bober, that Napoleon, to extricate and cover his left, found it necessary to proceed in person with reinforcements against the Prussian veteran, who, though checked for the moment, again pressed forwards on Buonaparte's return to Dresden; while the army of the Prince Royal of Sweden crossed the Elbe, and threatened the left flank and communications of the French Emperor. The Grand Allied Army now also advanced in his front, the tide turned, Napoleon abandoned Dresden and the Elbe, retreating on Leipsic, where those memorable and familiar movements and battles took place, terminating in his total defeat, and repulse to the Rhine with the wrecks of his shattered army.

There are few portions of this valuable Narrative more curious or interesting than the details of Sir Charles Stewart's intercourse with Bernadotte, unquestionably the most extraordinary man, Napoleon excepted, who figured in that vast and busy scene. Clear, cautious, full of self-possession, and with manners and a presence eminently popular, he played his delicate game with a degree of address, of which he lives to illustrate the wisdom and enjoy the fruits.

"Whenever the Prince Royal conversed, it was always with the greatest affability and cordiality. It is impossible to resist the fascination of his eloquent expressions, or be indifferent to his insinuating tone and manner; and when armed, as he always is, with a bottle of Eau-de-Cologne in one hand, and a white handkerchief in the other, inundating lavishly every thing around him with the perfume, it requires some hardihood to be quite collected, and insensible to beautiful phraseology, so as to discover the drift or solidity of the extraordinary man into whose presence you are at all times admitted, and accosted as "*Mon ami.*"

The gallant Commissioner of Great Britain, perceiving some backwardness, very natural we cannot help thinking, on the part of the Crown Prince, to commit himself in direct hostilities with his countrymen, animated by characteristic zeal and ardour, addressed, on the same day, to his Royal Highness the following bold remonstrances.

"Le 16ème Octobre, 9½ heures, A.M.

"Monseigneur,—D'après le rapport de M. le Général Blücher, l'ennemi a quitté Dolitsch. Il est de la première importance, selon ses idées, que l'armée de V. A. R. se porte à la gauche, derrière Dolitsch: les marais et les défilés la mettent absolument hors de risque; et V. A. R. sera en état de prendre part au combat, qui sera plus décisif avec votre armée et vos talens militaires. Comme toute la force de l'ennemi est dans les environs de Leipsic, permettez-moi de vous observer que les momens sont précieux. La nation Anglaise vous regarde; il est de mon devoir de vous parler avec franchise. L'Angleterre ne croira jamais que vous êtes indifférent, pourvu que l'ennemi soit battu, si vous y prendrez part ou non. J'ose supplier V. A. R., si vous restez

en seconde ligne, d'envoyer le Capitaine Bogue avec sa brigade de Roquetiers, pour agir avec la cavalerie, au Général Blücher.

" J'ai l'honneur d'être, &c. &c.

(Signé) " CHARLES STEWART, Lieut.-Général."

" Halle, le 16ème Octobre, à heures du soir.

" Monseigneur,—Je viens du champ de bataille du Général Blücher. J'ai l'honneur de vous envoyer les détails de cette affaire.

" J'ose supplier V. A. R. de vous mettre en marche le moment que vous recevez cette lettre, et de vous porter sur Taucha.

" Il n'y a pas un instant à perdre. V. A. R. me l'a promis. C'est vous parler en ami. Je parle actuellement comme soldat, et si vous ne commencez pas votre marche, vous vous en repentirez toujours.

" J'ai l'honneur dêtre, de V. A. R. Monseigneur,

" Le très-obéissant serviteur,

(Signé) CHARLES STEWART."

If these *billets* were characteristic, the conduct of the Crown Prince was equally so.

" In further reference to my correspondence with the Prince Royal of Sweden, already detailed, it is right for me to state, that returning to the head-quarters of his Royal Highness on the morning of the 18th, from Gen. Blücher, at Breitenfeld, when dispositions were making for the attack, the general officers being present, the aide-de-camp in waiting desired me to walk in.

" On entering, I was no less surprised than hurt, when the Prince approached with a look bordering upon suppressed anger, and withdrawing towards the window, he addressed me nearly as follows, but in a purposely low tone, that others might not overhear :—' Comment ! Général Stewart ; quel droit avez-vous de m'écrire ? Ne rappelez-vous pas que je suis le Prince de Suède, un des plus grands Capitaines de l'âge ? et si vous étiez à ma place, que penseriez-vous si quelqu'un vous écrivoit comme vous m'avez écrit ? Vous n'êtes pas accrédité près de moi : c'est par mon amitié que vous êtes ici ; et vous m'avez donné beaucoup de peine.' I answered in the most respectful tone :—It was possible my zeal had carried me too far ; but, according to my own conception of my duty, I could not repent one step I had taken. I had urged the march to Zorbig : his Royal Highness had reluctantly, and in part only, consented to that measure. I had entreated the movement forward to Landsberg ; and his Royal Highness had adopted that idea. After Gen. Blücher's victory, my letter and entreaty induced his Royal Highness to break up at two o'clock in the morning from Landsberg, and bring the head of his columns at that critical moment into position. His Royal Highness could then see whether I had mistaken the views of the enemy. The whole circumstances were known to his staff, his ministers, and the principal officers of his army. I desired to be judged by Baron Wetterstedt and Gen. Adlercreutz whether the result had not been attained by my individual, but humble, importunity and exertions. I had never been intentionally deficient in respect towards his Royal Highness's exalted position ; but it was a little hard, instead of receiving thanks for my services, to be visited with displeasure : it is true, I was not formally accredited as British Minister to the court of Sweden, but I was charged generally with the military interest of Great Britain in the north of Europe. England paid the Swedish army ; and my reports whether that army did what I considered its duty to the common cause, actively or passively, must operate seriously upon the alliance. I was incapable of the vanity of placing the value of my military opinions on a par with those of so great a general ; but it required very little discrimination to perceive that his Royal Highness had been literally pressed into the recent transactions—that his original orders were evidently a departure from the system of combination, and foreign to the dispositions of the grand armies. But independently of these demonstrations of isolated objects, certain expressions of his own were most explicit—and now was not a moment for diplomatic concealment. I spoke my opinion openly and firmly, but respectfully. I never should shrink from my duty in the most painful situation ; which I fairly confessed, after listening to his Royal Highness, the one I was then placed in appeared to me to be.

" The expression of his countenance during my discourse varied considerably, and at length had become calm ; and he replied with *bonhommie* : ' Eh bien ! voulez-vous que nous soyons amis ? Vous savez, mon ami, l'amitié que je vous porte ; pourquoi ne pas causer ensemble des dispositions militaires ? Dites-moi vos pensées ; mais ne m'

écrivez plus, je vous en prie de grâce.' I assured his Royal Highness I felt honoured by his friendship, when I considered he was acting as became the Crown Prince of Sweden: that if he was displeased with my correspondence, I should write in future to Gen. Adlercreutz; although his own invitation, on my first arrival, had led me rather to address my letters to the Generalissimo in person. My anxious efforts were to assist the Swedish nation, but I could never see their Chief depart from what I knew were the true interests of his situation, without remonstrating boldly. The Prince upon this took my hand, assuring me of his friendship. We discussed the principal features of what had passed, and I felt myself restored to favour; so much so, that he invited me at dinner to meet the Emperor and King, I being the only minister present."

The campaign of 1814, commencing with the passage of the Rhine and invasion of France, opened on the part of the Allies with improved combinations and more concert—while it pre-eminently exhibited the genius and resources of Buonaparte. On the whole it was perhaps his best campaign. Even the fault or miscalculation which threw him "*hors de combat*" at the end, was compatible with the daring character of his tactics, and seemed justified by his desperate situation. He set his fate upon the die and lost the cast.

This is perhaps the most spirited portion of the Marquess's Narrative, and, to those who like to trace public events to their political sources, the most important also. It shows in a striking light the resistless influence of uncontrolled power even on the noblest natures, which, in common with the weakest, it intoxicates and misleads. Alexander, than whom a more naturally amiable or beneficent Prince never perhaps filled a throne, having reached the pinnacle of glory and popularity at Paris, became giddy from his elevation, "assumed the God," like his namesake of Macedon, and affected the political dictator. There are some strong observations of the gallant author on the power and policy of the Russian nation, and the admirable state and composition of her armies, as exhibited in these campaigns, in strict unison with the recent march of events, and in correspondence with the previous speculations of one of our ablest writers. But we have already been seduced so far into detail, that we must hasten to our conclusion, referring our readers to the teeming stores of the Narrative itself.

Distinguished beyond all other commanders of *Corps d'armée* in this memorable contest, was Blücher,—ever fighting and pressing "forwards," as if by instinct rather than system, and retrieving, at the critical moment, both his own reverses and those of the grand army. His inveterate enmity to Buonaparte and his legions was cordially returned by the latter, and it is amusing to observe the alacrity with which Napoleon sought every opportunity of turning upon and checking his pertinacious assailant, and the dogged "gluttony" (to use a phrase of "the Fancy"), with which old "Forwards" took his drubbing, and made play again. At Laon it was neck or nothing with him, but his noble stand probably decided the issue of the campaign. Perhaps no war was ever signalized by more brilliant feats of arms on the part of the combatants: the conduct of the Allied troops in the field, their patient endurance and devotedness, as described by so competent an eye-witness, were beyond all praise. In perusing the details of the enormous and continued losses of the French, both in *personnel* and *matériel*, we are lost in astonishment at the resources and blind devotion of a country which could make such incessant efforts to replace them. Altogether, from the constant repetition of scenes of ravage and slaughter on a scale of such tremendous magnitude as they are presented to us in these pages, it needs all the ardour of professional enthusiasm to avert satiety and the desire of repose.

It is needless to add that the Duke of Wellington was an object of unbounded interest and consideration in Paris, engrossing the deferential respect even of the mighty Alexander. His victories had created a most influential sensation, and had, in fact, decided the war. We are tempted to extract the following animated account of the grand reviews of the Allied Armies, as possessing some features flattering to our nationality.

"It was either on the 9th or 10th of September, 1815, that I left Paris, to witness

the great review of the Russian army, for which preparations had been making for nearly a month before. The number of the forces collected was so considerable, that it was not easy to bring them into a space sufficiently small for the parade movements of review; but it was at length effected; and they mustered, when we saw them, 28,000 cavalry, 132,000 infantry, and 540 pieces of cannon. This was made known from field returns, which were given to the Sovereigns who were present. I was accompanied by my aides-de-camp, Sir Henry Brown, Col. Harris, and Capt. Charles Wood. Sir Henry Hardinge also was of my party, having made his expedition *en courier* to Vertu in a manner that showed his active and tried zeal in the great cause, of gallantry, and his devotion to the service.

"The day was exceedingly sultry, but tolerably clear; and the spot where the head-quarters first assembled to have a sort of bird's-eye view of the whole, was a small hill in the centre of a large plain, near the village of Vertu, a short distance from Chalons. Several English ladies, together with all the princesses, duchesses, and first persons of Paris, were assembled (having been invited), and made parties to proceed from the capital to witness this magnificent spectacle. Amongst our own countrywomen were Ladies Castlereagh, Combermere, Grantham, Mrs. Arbuthnot, Miss Fitzclarence, and others, whose names it would be tedious to enumerate, who graced this most brilliant and unparalleled sight.

"In going through the field, several of the ladies rode in company with the gallant chiefs, and English beauty was signalised by the Emperor of Russia's presenting a beautiful black charger to one of our fair countrywomen, to carry her through the ceremonies of the day; but I never rightly understood the feeling that recalled this war-horse back to the imperial stables on the following morning. A flag-staff had been placed on the top of the hill, having an ensign ready to be hoisted on the arrival of the sovereigns at the spot. We were on horseback about seven o'clock, and at eight the King of Prussia, attended by the commanders-in-chief of the allied armies, the ambassadors of nearly all the powers of Europe, and many of their Prime ministers, with several of the French marshals, and an immense staff of aides-de-camp, &c. &c. began to ascend the height.

"On the arrival of the Sovereigns at the spot fixed upon for them, the ensign was unfurled, and a salvo of guns announced their presence; and the whole Russian army then assembled was seen drawn up in three lines, extending as far as the eye could reach. The sun glittered on their arms, and on the drawn sabres of the cavalry, to a distance that appeared almost imaginary. The eye had scarcely time to comprehend so vast a spectacle, when a single gun fired from the height where we stood, was the signal for three hurrahs from the troops. Even at this distant day these hurrahs sound freshly in my ears: a second gun gave the time for a general salute. The cannon and musketry began at once, and the fire ran along the three extended lines, showing more distinctly than any thing else could have done the vast space they occupied, by the distant flashes and retiring sound of the musketry. I forget exactly how long a time was necessary for three rounds from these saluting tens of thousands.

"We rode down the hill, and the Russians broke from their lines into grand columns of regiments; and no one but a soldier can conceive the beauty of this great simultaneous change. A spot was then fixed upon for these masses to march by the Sovereigns; and the Emperor of Russia putting himself at the head of the leading regiments, thus formed in column, marched past, and saluted the Emperor of Austria and King of Prussia; then placing himself by their side to see the rest of the army go by. The whole of the day was only sufficient to give time for a re-formation into line, and an opening of ranks, along which the cavalcade of monarchs and their immense suite rode.

"The Emperor of Russia appeared greatly occupied with the Duke of Wellington, (who was at this period our Ambassador at Paris,) as if anxious for his opinion of what was passing before them; and his whole attention was given to him when not taken up with his fair companions, who rode on both his flanks. Thus closed the first day, never to be forgotten by those who witnessed the grand military display it presented. Great dinners at different bivouacs were given on the ground, and my party of ladies and friends will make me long remember the day. The Duke of Wellington and Sir Lowry Cole, and various military friends, met together in the evening at my quarters, full of admiration of the movements they had seen; and I well remember the Duke of Wellington saying to me, 'Well, Charles, you and I never saw such a sight before, and never shall again: the precision of the movements of those troops was more like the arrangements of a theatre than those of such an army. I never saw any thing like it.'

"Much, however, as the Duke was struck with the extraordinary perfection of the Russian formations, he was by no means satisfied with their slowness; and I remember a remark from him, 'that his little army would move round them in any direction whilst they were effecting a single change;' an opinion which all who heard it re-echoed.

"On the following morning this great army heard divine service in masses of 20,000 each; and the following day the Emperor selected from them 10,000 men, to be added to his guards.

"Afterwards these forces broke up for the cantonments, from which they had been drawn for this review.

"The impression given by this great military parade was certainly very favourable to the efficiency of the Russian army. The artillery was in beautiful order, and more particularly the horse artillery, every part of the equipment appearing perfect; and the wild-looking little horses, three abreast, galloped along with the well-polished nine-pounder as though they were scarcely sensible of its weight. These horses are Tartars, and are of excellent blood, and always keep their condition beautifully, as I have before stated. The clothing and appointments appeared excellent, and the horses of the hussars in perfect order.

"On our return to Paris, it was said that the Emperor Alexander called the Duke of Wellington to fix some time for him to see the English army, and that the Duke said they might be seen on the morrow if Alexander wished it. I believe they were reviewed on the day following, without preparation of any kind, under Montmartre, where they were put through the movements of the battle of Salamanca.

"It is not for me, however, to describe this army nor their exhibition.

"The Austrians had assembled all their troops at Dijon; and here the Sovereigns now repaired to review this army. The Emperor Francis had determined to visit his Italian states previous to his return to Vienna, and it was convenient to his route to take Dijon in his line to Vienna and Milan. A return of the strength of the army, as it appeared, will be found in the Appendix.

"Their movements were confined to a simple *feu de joie*, and deploying before their Majesties. The ground was neither so favourable nor so picturesque as at Vertu; neither were there any of those temptations at hand which always add zest to military spectacles. The inhabitants of the interior of France were now not well disposed to the Austrians. Few persons moved out of the town of Dijon: the day was not favourable, and the spectacle purely military. The Emperor of Austria gave a grand *couvert* dinner after the review, and proceeded on the following day on his route to Italy. The other Sovereigns repaired to their different destinations."

As the Narrative itself puts forth no literary pretensions, we shall not canvass it on that score. Although, as a composition, not comparable to the Author's previous work on the Peninsular War, we must assign to his present Memoir the merit of faithfully and spiritedly recording the facts and impressions of which the noble writer has gleaned so crowded and various an assemblage. Recommended by the official opportunities and personal qualifications of the author, it will serve as a most valuable tributary to the great current of the history of our times. It would be doing injustice to the Marquess to overlook the honourable feeling under the influence of which he embraces every opportunity of bringing forward the brilliant conduct, and its attendant rewards, of Sir Robert Wilson, and his other countrymen and brother officers, simultaneously employed with the Allied Armies. It is also a highly commendable feature of Lord Londonderry's sketches, that they exhibit throughout the most patriotic spirit, dwelling on every opportunity of elevating England to her just and proud pre-eminence amongst the conflicting nations, and labouring to show, as was plainly demonstrable, that the might and influence of Great Britain and the victories of her unconquerable troops decided a contest unparalleled in the annals of Europe.

ADVENTURES IN THE RIFLE BRIGADE.*

To those who are unacquainted with John Kincaid, of the Rifles,—and few, we trow, of the old Peninsular hands are in this ignorant predicament,—and to those who know him, we equally recommend the perusal of his book: it is a fac simile of the man,—a perfect reflection of his image, *veluti in speculo.* A capital soldier, a pithy and graphic narrator, and a fellow of infinite jest, Capt. Kincaid has given us in this modest volume the impress of his qualities, the *beau-ideal* of a thorough-going soldier of service, and the faithful and witty history of some six years' honest and triumphant fighting.

The book itself looks part and parcel of a Rifleman. Trimly bound in a green jacket, its fire is brisk, desultory, and effective as that of the buoyant corps it fitly represents, every sentence sounding as sharp and searching as the crack of a rifle. Each discharge is a point blank and unerring sketch: and, excepting "The Subaltern," which, however, is a work of a different order, there is nothing extant in the shape of a soldier's journal which, with so little pretension, paints with such truth and raciness the "domestic economy" of campaigning, and the downright business of handling the enemy. Seasoning his military "Adventures" with an inexhaustible flow of native humour, our author's philosophy, of the true school militant, is pat and irresistible as the logic of Falstaff, without, however, the hollow egotism of the merry knight; for, though the bold and facetious Rifleman be his own hero, he is ever John Kincaid in his proper and familiar person.

But what can we extract by way of specimen for our readers? We fairly confess that we are puzzled to choose, having skirmished through the volume without the power to call a halt; the march of our glee and of the author's pages keeping an even pace.

We shall therefore take a few samples at hazard, beginning with the following, for which we can vouch, having chanced to be within a yard of the narrator during the incident which gave rise to his ingenious speculations on drill.

"March 12th (1811). We stood to our arms before daylight. Finding that the enemy had quitted the position in our front, we proceeded to follow them; and had not gone far before we heard the usual morning's salutation of a couple of shots, between their rear and our advanced guard. On driving in their outposts, we found their whole army drawn out on the plain, near Redinha, and instantly quarrelled with them on a large scale.

"I was one of a crowd of skirmishers who were enabling the French ones to carry the news of their own defeat through a thick wood at an infantry canter, when I found myself all at once within a few yards of one of their regiments in line, which opened such a fire, that had I not, rifleman like, taken instant advantage of the cover of a good fir-tree, my name would have unquestionably been transmitted to posterity by that night's gazette. And however opposed it may be to the usual system of drill, I will maintain, from that day's experience, that the cleverest method of teaching a recruit to stand at attention, is to place him behind a tree and fire balls at him; as, had our late worthy disciplinarian, Sir David Dundas, himself been looking on, I think that even *he* must have admitted that he never saw any one stand so fiercely upright as I did behind mine, while the balls were rapping into it as fast as if a fellow had been hammering a nail on the opposite side; not to mention the numbers that were whistling past, within the eighth of an inch of every part of my body, both before and behind, particularly in the vicinity of my nose, for which the upper part of the tree could barely afford protection.

"March 19th.—We, this day, captured the Aide-de-camp of Gen. Loison, together with his wife, who was dressed in a splendid hussar uniform. *He* was a Portuguese, and a traitor, and looked very like a man who would be hanged. *She* was a Spaniard, and very handsome, and looked very like a woman who would get married again."

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* Adventures in the Rifle Brigade, in the Peninsula, France, and the Netherlands, from 1809 to 1815. By Capt. J. Kincaid.

After the storm of Ciudad Rodrigo, our hero thus moralizes :—

" There is nothing in this life half so enviable as the feelings of a soldier after victory. Previous to a battle, there is a certain sort of something that pervades the mind which is not easily defined ; it is neither akin to joy or fear, and, probably, *anxiety* may be nearer to it than any other word in the dictionary : but when the battle is over, and crowned with victory, he finds himself elevated for a while into the regions of absolute bliss ? It had ever been the summit of my ambition to attain a post at the head of a storming party :—my wish had now been accomplished, and gloriously ended ; and I do think that, after all was over, and our men laid asleep on the ramparts, I strutted about as important a personage, in my own opinion, as ever trod the face of the earth ; and had the ghost of the renowned Jack-the-Giant-Killer itself passed that way at the time, I 'll venture to say that I would have given it a kick on the breach without the smallest ceremony. But as the sun began to rise, I began to fall from the heroics ; and when he showed his face, I took a look at my own, and found that I was too unclean a spirit to worship, for I was covered with mud and dirt, with the greater part of my dress torn to rags."

The operations connected with the battle of Salamanca are sketched with much spirit, especially the surprise by the French cavalry of Lord Wellington's reconnoitring party, near Castrejon, on the morning of the 18th July. Of this interesting and animated *mêlée*, a lively account has appeared in the United Service Journal for March 1829, in our " Sketch of the Battle of Salamanca," by the writer of a series of the Peninsular operations, commencing with the storming of Ciudad Rodrigo.

By the by, we observe with satisfaction a marked and legitimate correspondence, in treating of the same subjects, between the accounts of Capt. Kincaid and those of the author of the admirable Sketches alluded to. As these papers will speedily appear in a collected form, our gallant rifleman will recognize in their writer a Camarado from the ranks of the old Light Division, and one who was also on the identical picquet which beheld the jeopardy of head-quarters on the 18th July.

" Marmont came down upon us the first night with a thundering cannonade, and placed his army *en masse* on the plain before us, almost within gun-shot. I was told that, while Lord Wellington was riding along the line, under a fire of artillery, and accompanied by a numerous staff, a brace of greyhounds, in pursuit of a hare, passed close to him. He was at the moment in earnest conversation with Gen. Castanos ; but the instant he observed them, he gave the view hallo, and went after them at full speed, to the utter astonishment of his foreign accompaniments. Nor did he stop until he saw the hare killed ; when he returned, and resumed the Commander-in-Chief, as if nothing had occurred.

" We started after them (the French) at daylight next morning, (after the battle of Salamanca,) and, crossing at a ford of the Tormes, we found their rear-guard, consisting of three regiments of infantry, with some cavalry and artillery, posted on a formidable height above the village of Serna. Gen. Bock, with his brigade of heavy German Dragoons, immediately went at them ; and putting their cavalry to flight, he broke through their infantry, and took or destroyed the whole of them. This was one of the most gallant charges recorded in history. I saw many of these fine fellows lying dead along with their horses on which they were still astride, with the sword firmly grasped in the hand, as they had fought the instant before ; and several of them still wearing a look of firm defiance, which death itself had been unable to quench.

" We halted for the night at a village near Penaranda. I took possession of the church ; and finding the floor strewed with the paraphernalia of priesthood, I selected some silk gowns and other gorgeous trappings, with which I made a bed for myself in the porch, and where, if ' all had been gold that glittered,' I should have looked a jewel indeed ; but it is lamentable to think, that, among the multifarious blessings we enjoy in this life, we should never be able to get a dish of glory and a dish of beefsteak on the same day ; in consequence of which the heart, which ought properly to be soaring in the clouds, or, at all events, in a castle half way up, is more generally to be found grovelling about a hen-roost, in the vain hope, that, if it cannot get hold of the hen herself, it may at least hit upon an egg ; and such, I remember, was the state of my feelings on this occasion, in consequence of my having dined the three preceding days on the half of my inclinations."

We must hint, *en passant*, to our unpractised author, that in leaping, rifleman-like, to his conclusion, he has overlooked the typographical errors which abound in his book, very many of his proper names, &c. being improperly given—all which should be remedied in his Second Edition. Vittoria, and the affairs of the Pyrennees, &c. &c. are vividly touched. We have spoken of the Author's philosophy;—mark with what ease and *sang-froid* he handles a combat, as it were a luncheon, and then to dinner with what appetite he may.

"We advanced next morning, and occupied our former post at Bera (on the Bidassoa). The enemy still continued to hold the mountain of Echelar, which, as it rose out of the right end of our ridge, was, properly speaking, a part of our property; and we concluded that a sense of justice would have induced them to leave it of their own accord in the course of the day; but when, towards the afternoon, they showed no symptoms of quitting, our division, leaving their kettles on the fire, proceeded to eject them. As we approached the mountain, the peak of it caught a passing cloud that gradually descended in a thick fog, and excluded them from our view. Our three battalions, however, having been let loose under Colonel Barnard, we soon made ourselves 'Children of the Mist;' and, guided to our opponents by the whistling of their balls, made them descend from their 'high estate;' and, handing them across the valley into their own position, we then retired to ours, where we found our tables ready spread, and a comfortable dinner awaiting us. This was one of the most gentlemanlike day's fighting that I ever experienced, although we had to lament the vacant seats of one or two of our messmates."

But we cannot follow any farther;—recommending every one of our readers to pursue the Author himself to his crowning scene at Waterloo, where they will find him as quaint and original as at his *debut*. We assure them, it is not possible, by isolated extracts, to give a suitable impression of the spirit and originality which never flag from beginning to end of Capt. Kincaid's volume; in every page of which he throws out flashes of native humour, a tythe of which would make the fortune of a Grub-street Book-maker.

LETTERS FROM NOVA SCOTIA.*

It is honourable to the discrimination of his Majesty's present Ministers, that the magnificent colonies bordering the St. Lawrence are at length regarded with that practical attention to which their relative situation, vast extent, and latent resources, especially entitle them. Up to the present time we have been preposterously inquisitive about the scorched and savage shores of the Niger; and, with a view to propitiate that wary river-god to his own kidnapping—moreover, having a commercial eye to the advantages of an exclusive trade in crocodile's eggs and *shee*-butter, we offer him annual holocausts of good men and true. In the superabundance of our saintly philanthropy, we have persevered in supplying Death with British victims in the pest-house of Sierra Leone, for the benefit of some huts-ful of beastly and pampered negroes—like the gentle Hindoos feeding vermin, in costly hospitals, with the life-blood of men. Algoa Bay has been to us as Ramsgate roads—and Bass's Straits as those of Dover. With the advantages of proximity and, we may add, ties of consanguinity of our North American colonies, and notwithstanding that the tide of emigration occasionally sets in that direction, it is surprising how slenderly the "Old Country" is yet acquainted with them. The author of the work before us humorously alludes to the distorted notions he had himself imbibed of North America, and to the complete contrast of the reality with the crude pictures of those "savage climes" which had previously existed in his fancy.

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* Letters from Nova Scotia, containing Sketches of a Young Country. By Capt. William Moorsom, 52d Light Infantry. In 1 vol. small 8vo. with a Map and Plates. Colburn and Bentley.

In his "Letters from Nova Scotia," Capt. Moorsom has furnished the most able and systematic views of that province which have yet appeared: nor, as far as we can recollect, has any other separate section of our vast possessions in North America, been so diligently and completely described. It would be highly desirable that there existed a similar *apperçu* of every province, upon which to found a connected view of the general condition and capabilities of the whole: it would greatly facilitate the correct estimate and most beneficial direction of their aggregate resources, and point out their relative wants and weaknesses for corresponding remedies. It is not from flying travellers that we can expect such intimate information; it must rather be looked for from those who have been partially resident in the countries requiring description, but who may not have had time or motives to acquire local prejudices or prepossessions.

The statements of Capt. Moorsom have impressed us with an improved opinion of the colony he has so well succeeded in delineating—and very many inferences are deducible from the *data* respecting this province, as equally applicable to the Canadas, which lead us to hope most earnestly, that the sound policy of his Majesty's Government may not be committed in any relaxation of the restrictive measures lately imposed, with such salutary effect, on the direct trade of the United States with our West Indian possessions, to the comparative exclusion and incalculable injury of our North American provinces. Those measures are of the very highest benefit to the latter important colonies, and ultimately, of course, to the mother country. The Canadas require a ready vent for their lumber and other natural productions, as well as the produce of their fisheries. The West Indies present the desired market, supplying the Canadas in return, and deriving a mutual accommodation from the interchange, notwithstanding the specious lure held out by the Americans in offering to undersell the Canadians. By opening the ports of the former to the vessels of the United States, trading in the same commodities, a ruinous blow would be inflicted upon our own colonies, and a positive benefit conferred upon the most wily and interested of those who aspire to be our rivals. It is the practice of Jonathan to bully where he can, and his policy to wheedle where he dare not bully; and the actual President of the States' with due deference to his democratic Majesty, is an exact representative of these national propensities.

The simple fact of the Yankees' *intriguing* to carry this point, is a sufficient reason why the British Government should tenaciously refuse its concession. They seek it upon double grounds—as a source of advantage to themselves, and of injury to Great Britain through her American colonies. Having marked these for her own, it is of course the policy of the Union to obstruct the means of their prosperity, consolidation, and voluntary defence against her schemes of future aggression. In short, by undoing what has been so wisely done, we should be playing the game of the United States, and throwing up *our* stakes without the shadow of an equivalent.

But we have been insensibly led away from our author, who merits our best attention. It would be impossible, however, within our limits, to follow him through the various topics discussed in his letters—all of them strictly consistent with the objects of his undertaking, and generally throwing light upon his subject. The author's impressions on first landing at Halifax, are detailed with much clearness and animation; and the following remarks place the attachment of Nova Scotia to the Mother Country in a very satisfactory light.

"I was little aware of the feeling with which every thing British appears to be regarded in this country: nor is this confined to the upper classes of the metropolis alone; it pervades all ranks, and I have found it as strong and as deep and as warm in the midst of the wild forests, as it is within the hospitable doors of the more wealthy, where it seeks and finds its return in the grateful regards of those whose temporary sojourn renders them more immediately the objects of its daily exercise.

"I love to stroll around the neighbourhood wherever I am quartered,—to enter the dwellings of those who form the mass of the people; to converse with them upon all their little daily concerns, and draw them out upon their petty topics of importance.

How delighted was I, in my early rambles here, to find them all designating Britain as 'the *old* Country,' and although in most instances never having visited it, yet regarding it as home, and respecting those who announce themselves as pertaining to it. It is almost needless to remark, that this has driven all prospects of meeting with personifications of my 'New Englander' far into the back-ground for the present."

But we must, however unwillingly, abandon the stores of miscellaneous information provided by the author, and attach ourselves to "metal," if not more "attractive," at least more professional.

It is a common, though a most absurd practice, to institute comparisons between the *Navy* of the United States and that of Great Britain! As well might we compare a gun-boat to the Caledonia, or the fleet on the Serpentine to Nelson's at Trafalgar. A British FLEET of a dozen sail of the line, with a due complement of frigates and light vessels, would sweep every American craft carrying a gun off the seas, and batter every accessible port in the Union. A squadron of three or four heavy frigates, with perhaps a ship of the line, is the largest combination of force they can possibly display, in any one quarter, for years to come; and if the unwieldy and ill-assorted Confederation tumbles to pieces, as it probably will, by the collision of discordant elements within itself, the day may be indefinitely retarded when the stars at the mast-head shall proclaim an American fleet of men-of-war. The efforts of this country should be directed to the equipment of single vessels of a class and strength to cope with the superior and insidious dimensions and weight of metal of the vessels which the Americans are pleased to rate as frigates, but which, in fact, are scarcely matched by our Razée seventy-fours. Give our captains the right sort of craft and the right sort of stuff to man them, and let Jonathan muster Yankee instead of *British* seamen (as last war) for his crews, and we answer for the rest:—Upon this subject, Capt. Moorsom has the following remarks, which merit the deepest attention:—

"We have heard the American vessels of war lately decried; their supposed excellence stated to be ideal. I have not served in the navy; but I learnt to speak, to think, to act among naval officers; and I felt pity deep within me as I examined every plank of the American ships from Portsmouth to Washington, and thought that my gallant brothers might be sent, on a nominal equality, to cope with such fearful odds of material against them. It is like the combat of the cuirassier with a naked though not more active dragoon: I include not here the consideration of number or weight of metal; in the latter, indeed, I believe they have themselves discovered that the due proportion has been exceeded. It may be true that ships of this description are very unfit for the services required upon our home station; but it is to be hoped that such of ours as may be destined for the American shores will be more powerful of their respective classes than any we have hitherto launched: for, although our late Razée frigates may be fully adequate to the old 'Constitution,' or our Canopus models to such as the 'Franklin;' neither the one nor the other could fairly compete with the rivals that a few weeks would produce to each respectively, from under the building sheds that at present contain them. Actions of fleets in confined seas would produce very different results, were such large ships employed; history attests it: but the Atlantic will be the theatre in the western hemisphere, and squadrons are the most numerous orders that are likely to be opposed to each other for years to come.

"I wish well to brother Jonathan; I admire him greatly upon many points, owing to personal observation; I dislike the feeling of any hostile calculation either on his part or ours—considering him as a near relation, and knowing that the truest wisdom would induce him and his elder brother to walk arm in arm through life: but how easily will motives of fancied self-interest sever the bonds of even family union! I would therefore have mutual respect ensured by physical means, which could not but contribute to render that union more lasting."

Capt. Moorsom enters at considerable length into the subject of the provincial militia—perhaps the most important branch of the internal organization of this as of its kindred provinces. A colonial force, composed of those who have a stake in the country, well-trained and well-disposed, is undoubtedly the most natural, and should be the most efficient, system of defence they could adopt, aided as they would be by their British garrisons.

It is to be regretted, that an acute observer, like our Author, should have re-

ceived, as he must have done, all his information respecting the Nova Scotian militia from others, for the opinion he expresses cannot be founded on his own observation, as, if he had attended a parade of *any one* of the thirteen militia battalions of the Western Districts of Nova Scotia, during the last few years, he would have, no doubt, recorded the extraordinary fact, that men collected together, for so very short a period, from their fishing, agricultural, and mechanical pursuits, evince nearly as great a degree of silence, attention, and subordination, during their inspections, as he ever saw exhibited by the soldiers of the veteran and highly distinguished corps to which he belongs; and if he had been present at the parades of the whole during the last summer, he might have stated that out of a force of ten thousand men, composed of apparently such discordant materials, only two instances of any thing like an approach to insubordination occurred; notwithstanding that, a few years since, the same men used, at all their annual meetings, to be guilty of every kind of irregularity, as well as of the grossest disrespect to their officers.

Our Author must know that the greatest difficulty to be contended with in rendering an American militia (either of the British colonies, or of the United States), efficient in the field, is the insubordination of the men, and their nearly total want of respect to the orders of their officers.

Under such a conviction, particular attention has been directed of late years, towards establishing in the several battalions, a proper idea of discipline and obedience to orders, and such are the habits of subordination which they have now acquired, that a few weeks' formation and constant judicious drill, (with the assistance of some officers and serjeants from the line attached to each battalion,) would suffice to render them not only most useful in the field, but likewise fully competent to resist any force that could be brought against them.

The aptness of the Nova Scotians in acquiring the rudiments of military knowledge excites the surprise of all officers who have witnessed it; in a couple of days, they learn more than an English recruit does in as many weeks; and in the same short period a battalion, composed of the extraordinary amalgamation of farmers, fishermen, and mechanics, becomes capable of performing any movement that is admitted of by the flexibility of the military body; and many of the commanding officers direct and conduct the movements of their battalions, in a manner that would not reflect discredit on a field-officer of the Line.

In opposition to what our Author states, we know that militia rank is eagerly sought for, and is accordingly highly valued by its possessors. It is only the radical portion of the Nova Scotian community, (who have always shown themselves the bitter enemies of this constitutional force,) and those who have been disappointed in getting militia commissions, who rail against that rank which they have failed in all their endeavours to obtain.

The Author's referring to the debates in the Colonial legislature in support of some of his opinions, is much the same as stating, that the sense of the House of Commons sides with Mr. Hume, in a motion in which that gentleman finds himself in one of his smallest minorities. In the last session of the House of Assembly, to the debates in which the Author particularly refers, the militia law was carried by a larger majority, and the *supplies* for its support were voted for a *longer period* than ever before occurred; thus pretty amply demonstrating "the feeling" of the representatives of the people.

The great advantage that would result from a change in the law and consequent new organization of the militia, has been anxiously represented, for some time back, in the annual reports of those who have the superintendence of that force; but, unfortunately, financial objections have interposed to prevent the introduction of a system that would lead to the Nova Scotian militia becoming, at a comparatively trifling expense, nearly as available for the defence of their country as troops of the line.

But even under the present highly defective militia law, an idea of discipline has been of late years introduced, that would, in the event of a war, render the efficient organization of the several battalions a comparatively easy measure; while, at the same time, the subordination now enforced amongst the militia men

at their annual meetings, is productive of the no small advantage of tending, in an eminent degree, towards their improvement in civil life.

In the event of a war with the United States, it cannot be doubted, but that the safety of our North American Provinces must greatly depend on the efficiency of the militia, and on the good feeling of the people towards the Mother country. From all we can learn, we venture to say, that it only requires a proper system to produce the first, and a judiciously liberal policy to insure the latter.

With a thoroughly organized militia, and a well affected population, the North American Colonies can bid defiance to every enemy. That the efficiency of the one, and the loyalty of the other, will be probably put to the test ere the lapse of a few years, the progress and feelings of the people of the United States clearly indicate.

Their pride and ambition are unbounded; and from the rapid strides they are making towards greatness,—from their steady annual preparations for war, by their manufacturing largely of all descriptions of arms, by their establishing large depôts of warlike stores in every quarter, the attention they pay to the military education of their youth, and their exertions in endeavouring to organize the militia of the several States on a general and efficient footing, it is not, from all these circumstances, unreasonable to anticipate, (provided no separation takes places between themselves,) their soon having the temerity to attempt a war of conquest.

Although the United States are beyond doubt one of the greatest defensive powers, yet the very circumstance which renders them so, makes them one of the most insignificant, at the *present time*, as an offensive one. There are few citizens who do not possess property, and in the defence of that property they will combat well; but they are too comfortable at home to be induced to go to fight abroad.

Provided a war were popular in the United States, a large militia force might, to be sure, be got in the first instance to march into the British territory, and so long as they were successful, they would continue to move on; but whenever they met with a check for a few weeks, home sickness would generally prevail, and the total dissipation of a force so composed would be the inevitable consequence.

The fortifications now erecting, and about to be erected in our North American Colonies, are eminently calculated to be productive of such an end;—but however invaluable those fortifications are likely to prove, yet it should ever be remembered, that the defence of those provinces must essentially and ultimately depend on an efficient militia, and a well-affected people.

Hitherto great difficulty has been experienced by the United States in recruiting their army, into which they can induce very few of their citizens to enter. Now, however, from the rapidly increasing manufacturing character of the population of the New England, and some of the other states, we should not conceal from ourselves the probability of their having, in the course of some years, the amplest means, from that source, of filling up the ranks of their regular army; and whenever that facility of recruiting their army does take place, we may look forward to the probability of their giving way to that spirit of aggression, to which they are prompted by their pride, ambition, and jealousy, and from which they are only restrained, at the present time, by the most cogent reasons of prudence and expediency.

But—as we have already said—with a thoroughly organized militia and a well-affected people, our North American Colonies can bid defiance to every enemy; and most anxiously therefore do we hope to learn the adoption of every measure calculated to place the militia of the Canadas, New Brunswick, and Nova Scotia, on as respectable a footing as practicable; for on the efficiency of that force must the defence of those provinces essentially depend.

With these observations we take our leave of Capt. Moorsom, impressed with a very favourable opinion of the research and ability he has displayed in his "Letters," which are creditable to himself and to The Services, with *both* of which Capt. Moorsom is so intimately connected: if we mistake not, they will also be highly acceptable to the natives of the colony, to which the author has *rendered an* important service.

GENERAL CORRESPONDENCE.

TO THE EDITOR OF THE UNITED SERVICE JOURNAL.

Cheap Living for Half-pay Officers.

Mr. Editor,—I believe there is no subject of greater practical importance to both army and navy, than that which forms the subject of the following communication; and in no manner, perhaps, can your valuable publication perform greater service *to the cloth*, (let it be either *blue* or *red*,) than in giving publicity to the following particulars.

At a time when thousands of British officers are flocking to the Continent with their families in search of *cheap living*, it surely cannot be too generally made known, that the same object may be attained, and that too in a superior degree, by remaining quietly at home. I am prepared to prove this fact—step by step—argument by argument—inch by inch—item by item—against any person who may think proper to question its accuracy. I am myself an officer of the navy on half-pay, with a wife and a family, and have been residing for some years at Milford, in Pembrokeshire. I had previously been at Guernsey, at Jersey, at St. Maloes in France, in the Netherlands, in Ireland, in the Orkney Islands, and in various parts of England. I conceive, therefore, that I am not altogether unqualified to form a judgment respecting the comparative expenses, &c. of housekeeping in different places; and I have no hesitation whatever in expressing my full conviction, that *Pembrokeshire affords the greatest degree of comfort at the least possible expense!*

As I am, however, but a sorry scribbler, perhaps it will be better that my facts and figures should be left to speak for themselves. I shall merely, therefore, endeavour to class the details as simply as possible.

1. *Average Prices of* Food *in the Markets of Milford, Pembroke, Pater, and Haverfordwest.*—Prime beef; mutton, perhaps the finest in the world; veal—from 4d. to 6d. per lb.; live pork 2d. per lb.; fowls 20d. per pair; turkeys 4s. each; geese 2s. 6d. each; eggs 24 for 1s.; butter 10d. per lb.; best flour 3½d. per lb.; large Irish codfish 2s. 6d. each; ditto fresh salmon 4d. per lb.; oysters 10d. per hundred; soles, whiting, lobsters, &c. in proportion; groceries at London prices.

2. Drink.—Good draught ale 1s. per gallon; excellent Dublin porter for bottling, at 3½d. per bottle; best Irish malt whiskey, 22 over proof, duty included, 14s. per gallon; wine about as in England in price, but may be imported direct to the spot in vessels belonging to the port of Milford, consequently the gain in quality.

3. Fuel.—Oak, fir, and other wood in choppings, clumps, &c. sold at the Royal Dock-yard, Pembroke, once a month; coal 24s. per chaldron.

4. Rent.—Remarkably cheap; genteel residences may be had in Milford, at from 14*l.* to 20*l.* per annum, containing dining, drawing, and breakfast rooms, seven or eight bed-rooms, garden, kitchens, and stabling. The *Poor Rates* are very low.

5. Education.—There are several schools in the neighbourhood; good music-master at 3s. per lesson; dancing-master 2s. per lesson.

6. Climate.—Twenty degrees milder than in any part of England, as a proof of which, the thermometer never fell lower than 26° during the whole of the last unusually severe winter. Snow only fell once, and disappeared again in two days, while at the same time it was lying fourteen feet thick on the roads round London.

7. Amusements.—For those who study economy, perhaps the fewer amusements there are the better. Pembrokeshire, however, is not without its allurements, particularly to the lovers of field sports. *Shooting* is permitted without much hindrance, but game is scarce in the open country, unless it be rabbits, snipes, wild fowl, and in winter, woodcocks. Pheasants and partridges are

plentiful in the *preserves*. *Angling* is tolerable in this country, and altogether unfettered; but the great staple amusement is hunting—every petty *squireen* commencing Nimrod, and sporting his nag and scarlet upon a butler's salary, that is to say, upon 100*l.* per annum. Fox-hounds and harriers are kept in all parts of the county.

But to a naval officer, the shores of Milford Haven present a desirable residence in other respects. Several yachts and pleasure boats are continually scudding about, and displaying their prowess in aquatic contests. Fish are always to be caught by any one keeping a boat upon this noble sheet of water, so that amusement may easily be blended with economy. The Haven is so completely land-locked, that one having his residence on the sea-shore, may moor his boat in perfect safety within sight of his parlour-window.

8. Conveyances.—A Post-office steam-packet leaves Milford for Waterford every morning; a steam-vessel from and for Bristol three times a month; and a steam-vessel from and for Liverpool three times a month. A mail-coach to and from London every day. There are also numerous regular sailing trading vessels from and to Bristol, Liverpool, and London.

Such is Milford Haven as a residence for Half-pay! affording every comfort at a moderate expense, and it is to be hoped that this information may induce many to resort thither, rather than to try their chance in foreign lands, among the pestilential swamps of Ostend, or the expatriated swindlers and bankrupts of Boulogne!

I remain, Sir, your obedient servant,
W. X. Y. Z.

Late Board of Longitude—Admiral Brooking's Rudder.

Mr. Editor,—No country, perhaps, exhibits so strongly as our own the unaccountable influence which stupid prejudice or besotted selfishness is able to exert in the management of public affairs, to check the march of public improvement, and arrest the diffusion of useful knowledge. Would it be believed by any but those who have a positive acquaintance with the fact, that in the nineteenth century, and in a country which owes its very existence to navigation, any public body could be so stupidly blind to the great interests over which they were essentially created to preside, as peremptorily to reject the liberal offer made by an eminent foreign astronomer, Professor Schumacher, to supply them annually, without charge, with tables of the first importance to navigation, calculated at his own private expense, and which we are now obliged to purchase annually from his publisher; in return for which offer of unprecedented liberality, he only asked a small and limited number of copies of the Nautical Almanack, containing his valuable tables, for distribution among the German astronomers and navigators. Yet such, not ten years ago, was the unaccountable conduct of the late Board of Longitude, which, however wisely planned and ably modelled, had long ceased to be productive of any national good, and was at length most judiciously broken up by the present Administration, as an unprofitable drain upon the wasting finances of the country. He that doubts what I assert, will find its fullest confirmation in the 362d page of the xiith volume of the Mechanics' Magazine.

But the late Board of Longitude is not the only instance of this unaccountable perverseness which almost appears to form part of the national character of the Bull family. The history of our fellow townsman Admiral Brooking's important and truly scientific improvements in the construction and method of hanging the rudders of ships, furnishes conclusive evidence that the reign of absurdity is not yet closed, and that the perverseness of stupidity continues to exert as fatal an influence in retarding the adoption of public improvements as ever. Having lately fallen in with the Admiral's useful little pamphlet, giving an account of his plans and suggestions for the improvement of the rudder, the stern post, and the steering-wheel, and perused with attention the mass of evi-

dence contained in the Appendix, I have been enabled to form a tolerably correct idea of the importance of these improvements, and though not a sailor by profession, have crossed the Atlantic too often, to be altogether incompetent to give an opinion upon the subject. The importance of the stern-post to the safety of the vessel, as being the great key which keeps the whole together, must be strikingly obvious to every person who examines the frame-work of a ship while building, and the additional strength and consequent security which every contrivance for relieving this important part from all needless strain, tending to detach it from those timbers which it is its province to bind, must be equally obvious; hence the advantage of every practicable reduction of the needless weight of the rudder, which hanging on the outside of the stern-post, and being a movable, not a fixed body, has a continual tendency to displace the stern-post, and detach it from its important connexion with the body of the vessel, becomes self-evident to all who do not wilfully shut their eyes. And it was, I must confess, with intermingled sorrow and surprise, that I was informed the other day, that after even the triumphant proof of the decided superiority of Admiral Brooking's tapered rudder, over those of the clumsy construction of our less enlightened ancestors, furnished by Capt. Hayes, in his report of the qualities of his ship during the experimental cruise, the stern-post of that magnificent specimen of naval architecture, the Caledonia, now fitting out in this Port, was to be disgraced by a rudder upon the old, the pernicious, and the unscientific construction. Ships are constructed in a great degree upon the model furnished by Nature in the form of a fish, and we find by experience—at all times superior to mere abstract theory—that the nearer art can approach to the proportions of the swiftest fish, the more the qualities of the ship, for stability no less than velocity, are improved; but where, in the finely-modelled form of a fish, do we find any thing approaching, even remotely, to the clumsy appendage of our rudders? The tail which governs the motions of the fish, as the rudder does those of the ship, in place of terminating abruptly, and possessing a weight utterly disproportionate to the body it is to guide, tapers away to the finest point, and furnished, in fact, the first hint of the improvement which the Admiral so successfully adopted, and so unsuccessfully recommended. And it would be worth while, for the farther elucidation of the subject, to compare the weight of the tails of different kinds of fish with the weight of their heads, as well as with the total weight of their bodies, in order to ascertain their relative proportions in each kind, and the apparent influence which such proportion exerts over the motions of the fish. This would reduce the matter to mathematical demonstration, bring the merits of both principles of construction to the most vigorous test, and could not fail, I think, of practically demonstrating the enormous advantages of the *tapered rudder*, especially when combined with the *grooved stern-post*;—another important feature in the Admiral's improvements, and one which brings the construction of the ship to a still closer analogy with the model of a fish, and is equally capable of justification upon the strictest principles of mathematical demonstration. From Capt. Inglefield's interesting narrative of the melancholy loss of the Centaur, we learn that the rudder was one of the principal causes of that dreadful catastrophe, since from its unwieldy action in pulling the stern-post outwards from the timbers it was placed to connect, it became "so loose that," to use the words of Capt. Inglefield himself, "as the ship rolled, the water rushed in on either side "of the stern-post" in great streams, which could not be stopped."

Had the Centaur been provided with a *tapered rudder*, working in a *grooved stern-post*, the danger of thus loosening the stern-post would have been so far lessened, as in all human probability to have been the means of preserving that vessel, and rescuing her officers and crew from the perils and hardships they subsequently encountered. But, as no less an authority than Sir Robert Seppings himself very justly remarks, "it is the fate of the most important and beneficial improvements, on their first introduction, to meet with opposition from some quarter or other, and more especially if they should happen to differ from

long-established usage. Leaving, therefore, to the writer of this just observation, its application to the beneficial improvements suggested by Admiral Brookitg, and reminding him of the parable of the man with the beam in his eye, who was nevertheless clear-sighted enough to detect the mote in his neighbour's, I shall conclude these desultory remarks, and subscribe myself,

Mr. Editor, your very obedient servant,

Plymouth, 15th Feb. 1830. VIATOR.

Peninsular War.

SIR,—I have lately had an opportunity of reading Col. Jones's History of the War in the Peninsula and the South of France. Statements incorrect in their details are there promulgated: no one will, however, attribute this to any other cause than the difficulty of correctly narrating the operations of the different corps of a large army. I will only trouble you with a few remarks in reference to the operations of the light division; such as they are, they are at your service.

Page 353, vol. 1, Col. Jones.—"A battalion of the Rifle corps formed the advance, which the French cavalry charged, and would have completely cut up, had not Col. Beckwith, their commander, with great promptitude availed himself of the defence afforded by a square stone inclosure, into which he threw his men, and repelled the efforts of Regnier's whole corps, till the remainder of the division came to his aid."

Remarks.—The inclosure was defended by the 43d Regiment, four companies of the 95th Rifles, and three companies of Caçadores. These troops were commanded by Col. Beckwith, assisted by two guns of the Horse Artillery: they beat back several charges made by the enemy, in vastly superior numbers, the 43d capturing a howitzer. Being joined by the second brigade, they maintained their position in spite of an attack by the whole of the second corps under Gen. Regnier.

Page 157, vol. 2, Col. Jones.—"Sir Thomas Picton seized the favourable moment, about 10 A.M. to pass the river by the bridges on the roads leading from Mendoza, which through neglect had not been destroyed, and was shortly afterwards followed by the divisions of Lord Dalhousie, Sir L. Cole, and Baron Alten."

Remarks.—At an early hour in the morning of the 21st June, Lord Wellington reconnoitred the bridges of the Zadora, by which the enemy's centre could be approached. Observing that the bridge of Tres Puentes, situated at a bend of the river, which being concealed by commanding ground, had probably escaped the observation of Marshal Jourdan, had not been occupied or destroyed, he immediately threw over Major-Gen. Sir James Kempt's brigade of the light, Baron C. Alten's, division. These troops, without having sustained any loss, established themselves on the heights. By this formation the left flank of the troops defending the bridge of Mendoza was laid open. Immediately attacked upon that flank by the first battalion of the 95th Rifles, and cannonaded in front by some pieces of Horse Artillery, attached to the light division, in position on the right of the river, they fell back in good order upon their main body, and it was at this moment that Sir Thomas Picton was enabled, unopposed, to accomplish the passage of the Zadora.

Page 191, vol. 2.—"Gen. Alten's attack of La Vera was peculiarly brilliant; the approach, narrow and of a continued ascent, was occupied by five strong redoubts, domineering over each other; nevertheless, the division advanced in column, and in that formation successively carried each work, the firmness of the defenders being probably shaken by small parties of Spaniards detached to occupy various points on their flanks and rear."

Remarks.—Early on the morning of the 7th Oct. the light division under Major-Gen. Baron C. Alten, having descended from the mountain of Santa Barbara, was placed on the low ground between it and the heights of Vera. Day having dawned, the enemy from his position commanded a view of all its

preparations. These being completed, the attack was made in two columns; the right under Major-Gen. Sir James Kempt, the left having for its leader Col. Colborne of the 52d. A deep woody valley passed between these columns; their communication was, however, kept up by Longa's Spaniards thrown into the valley for that purpose. The attack was greatly facilitated by numerous skirmishers detached from the columns; these having gained the flanks and rear of the enemy, rendered by their fire the defence of the entrenchments, chiefly open to the rear, difficult, and in proportion aided the attack of the columns; but between these detached troops and the flanks and rear of the enemy there were no *Spaniards*. The conduct of the light division, (particularly Col. Colborne's brigade, most obstinately resisted,) was very praiseworthy. It ascended in the finest order, in columns and by deployment, as the nature of the ground would admit, the formidable heights, carrying the entrenchments defended by the splendid division Taupin, capturing three pieces of cannon, and causing a loss of nearly nine hundred chosen soldiers, including the officers in command of the 9th and 31st light infantry and 26th of the line; its own loss being not quite four hundred, a number, considering the strength of the position, almost incredible, and only to be accounted for by the skilful employment of numerous skirmishers, the nature of the ground, particularly on our right, favouring very much this system of movement; Sir James Kempt covered his own attack with nearly seven hundred.

Page 234, vol. 2. Col. Jones.—"The French, without halting, attacked and vigorously drove the light division into their entrenchments."

Remarks.—On the morning of the 10th Dec. the enemy in great force and with much fury attacked the pickets of the light division, and drove them in on the main body in position on the heights of Arcangues, having its flanks protected by several isolated buildings, which, with their enclosures, were occupied. The centre drawn up in the church-yard, walled garden, and château of Arcangues, having along its front a ravine covered with brushwood, intersected by narrow roads and foot-paths. Promptly following up his success over the pickets, Marshal Soult immediately attacked along the whole face of the division, placing two guns and one howitzer in front of the church-yard, with which he cannonaded the troops defending that post. These being well protected by its wall, so far from sustaining loss, frequently caused, by their musketry fire, the guns and howitzer to be abandoned. As their operations were, however, strictly confined to defensive measures, no attempt was made to seize the artillery. Lord Wellington took post in the church-yard, and directed the operations. The enemy's attack upon the flanks was beaten back by the fire of the troops defending these points, while that of the centre, having its formation disordered by the difficulties of the ravine, as well as by its own impetuosity, advanced only to be overwhelmed by the fire from the church-yard, garden, and château. Beaten down along the whole front, the enemy fell back in confusion, but reformed on the ground from which his attack had been made. Lord Wellington having surveyed the whole field from the steeple of Arcangues, exclaimed, on descending, "They are off to Hope;" and soon after, a cannonade and musketry fire, from the direction of St. Jean de Luz, proved that no movement could escape the eagle eye of our chief. It will, I believe, appear evident from this statement, that the enemy obtained no advantage over the light division; supposing he had, he certainly could not have forced them into entrenchments which did not exist during the action. Afterwards, strong batteries were thrown up in front of the church-yard, commanding the entire approach to the position, armed with cannon captured in the passage of the Nivelle.

S.

Appointments to the Command of Ships.

Mr. Editor,—As you have given us the "Old Lieutenant's" growl in your last Number of the United Service Journal, relative to the way in which the commands of the packets are managed, I hope you will give mine a place also in your next, that the world may see how the commands of his Majesty's Frigates have been disposed of since the peace. It was generally understood in the service, that ships and officers were to serve *three years*, after which, when recommissioned, or other ships brought forward, another captain and set of officers would have a chance of employment; but, I am sorry to observe, this equitable plan has been in very many instances unobserved, and many captains, &c. recommissioned several times, to the great detriment of their brother officers who served with *eclat* during the war, and who for want of interest are now denied their just right of serving in their turn; particularly so, since the late regulation, relative to the promotion of Admirals, makes serving their time a matter of the utmost importance. The very partial way in which the commands of his Majesty's ships have been given, has, I am sorry to observe, engendered a spirit of discontent amongst my brother officers, which a fair distribution of ships and other appointments would soon do away with.

I add a list of captains who have served in *several ships* since the peace, and also selected those who had the honour of Companion of the Most Honourable Military Order of the Bath, &c. conferred on them as a testimony of his Majesty's approbation of their *distinguished services* during the late war, who have continually applied to serve, without effect. These latter I have taken from the beginning of the ten-and-sixpenny half-pay list to the end of the year 1813, and should wish your readers to compare their services as recorded in Mr. Marshall's Naval Biography, with those of their more fortunate brethren.

CAPTAINS WHO HAVE BEEN EMPLOYED.

Hon. Sir Robt. Spencer,	6 ships	Peter Fisher	2
G. W. Hamilton, C.B.	4	J. Wilson	3
F. A. Collier, C. B.	2	F. E. N. Vernon	2
W. H. Shireff	2	Hon. J. A. Maude, C.B.	2
Hon. Wm. Gordon	2	Robt. Gambier	2 & Preventive
C. T. Austen	2	Cons. R. Moorsom	2 [Service.
Wm. Fisher	2	Hon. F. Spenser, C.B.	2
Samuel Chambers	2	A. FitzClarence	2
A. W. T. Clifford, C.B.	2	W. J. H. Johnston	2
T. G. Falcon	3	Hon. R. S. Dundas	2
W. F. Carrol, C.B,	3	Henry Dundas	2

CAPTAINS NOT EMPLOYED.

Henry Hope, C. B. and Medal.	B. Harvey, C. B.
Thomas Usher, C. B.	J. W. Andrew, C. B.
C. Gill, C. B.	J. Black, C. B.
William Godfrey, C. B.	J. N. Tayler, C. B.
William Mounsey, C. B and Medal.	J. F. Maples, C. B.
H. W. Pearse, C. B.	R. Bloye, C. B.
P. Hornby, C. B. and Medal.	J. Smith, C. B.
J. D. Markland, C. B., K. L.	W. H. Mulcaster, C. B., T. S.
J. P. Stewart, C. B.	

Hugh Pigot has had the command of the Coast Guard Service since the 3rd November, 1825, in the Downs.

W. J. Mingaye, the Coast Guard at Newhaven, since 8th January, 1825.

William King, the Astrea, at Falmouth, commanding the Packets, since 7th April, 1823. I must now conclude my growl, and remain,

Mr. Editor, yours, &c.

March 4th, 1830. One of the Captains of the Jubilee Promotion.

Rectification of an Error in the "Annals of the Peninsular Campaigns."

MR. EDITOR,—The columns of your very useful Journal being professedly devoted to the interests of the Navy and Army, I shall offer no apology for troubling you with this communication, which I trust you will have the impartiality to insert in your next number. It respects an assertion made in the third volume of "Annals of the Peninsular Campaigns, from 1808 to 1814, by the author of Cyril Thornton."

The value of a publication, which professes to narrate past events, must be estimated by the truth with which the facts are detailed; yet, although errors and inaccuracies frequently occur without premeditation or design, I nevertheless consider the correction of them to be a desideratum, not only for affording the truth to the public, but in justice to a corps unduly stigmatized with neglect, in this, and also, in many other instances, by persons, who, in truth, are either not qualified to judge correctly on such points, or who form their opinions merely from popular report, or the misconceptions of others as incapable as themselves.

That this work was uncalled for by the military world, after the more professional, elaborate, and talented memoirs of Colonels Jones and Napier, is acknowledged by the author in his preface; and the public will, I opine, consider "the vast magazine of facts, laboriously collected and embodied in a narrative of uniform clearness," by Mr. Southey, as quite sufficient to satiate even their thirst for a knowledge of the dangers and marvellous events of a war, now written nearly threadbare.

In a work abounding with singular inaccuracies and mistatements, I shall merely refer to the one I first alluded to, touching the second siege of *Badajoz* in 1811. In the short summary of that siege, the author is pleased to assert, "on the night following (June 6) Fort San Christoval was assaulted; owing to a *blunder of the engineers* it failed. It had *not been judged necessary* to secure the ditch, and from the moment it became dark, the garrison had been employed in removing the earth and rubbish from the bottom of the breach, so that seven feet of the wall remained clear."

Now, Mr. Editor, this is a most unjust and unfounded assertion and attack on the conduct of the directing engineers, either as questioning their knowledge of the necessity of preventing a breach being cleared in the night, or, if they were aware of such being requisite, the neglecting to see to its performance; as to the author's phrase "of securing the ditch," that, I confess, is a term I never yet found in the vocabulary of my art, and beyond my poor comprehension in the sense applied to it by the author.

As this work is merely, and but pretends to be, a compilation from all the previous histories and narratives of the too-oft-told-tale, though professing to be written by a part actor in the scene, and to be a true chronicle of the events it records; yet, as the author appears to have made much use of, and frequently quotes the valuable "Journal of Sieges in the Peninsula, by Colonel J. T. Jones," it would have been as well had he perused it more attentively, better comprehended his subject, or quoted it to better purpose; he would then have found in the journal of those sieges, that the engineers being unprovided with sappers, or materials to push forward the approaches, so as to establish a close musketry fire on the breaches, the enemy were therefore enabled too often to clear the rubbish from the foot of them, and thereby render nugatory the day's battering. In fact, it is impossible, Mr. Editor, except by a close musketry fire, to prevent such clearing by determined men, as was witnessed at all the Peninsular sieges; where breaches were constantly cleared, or attempted to be, and more or less effectually, according to its practicability, under the usual fire of a dose of grape every five minutes, and varied occasionally with a round shot at uncertain intervals, at distances varying from 400 to 600 yards. At a small breach of only fifteen feet wide, distant 400 yards, and having a narrow ditch, such as Christoval, it was impossible, except by a close musketry, to prevent a determined garrison from attempting it, and, as it appeared, succeeding. The rocky

nature of the soil, or rather no soil, and the want of sappers and materials, alone prevented the engineers from crowning the glacis, as they desired to do, and thereby commanding the access to the breach; or, in the presumed sense of the author, "securing the ditch."

It would thus appear, Mr. Editor, that the engineers *did* judge it necessary to "secure the ditch," or, in the phraseology of the art, attempt "preventing the clearing of the breach," to the utmost of their power, by establishing a constant fire of grape on it, their only resource under existing circumstances; the non-success of which could only be ascertained by the advance or forlorn-hope feeling it; it having been reconnoitred, and closely, by an engineer the previous evening, and found practicable.

It is notorious, that at the third siege of this fortress, in 1812, the summits of the breaches were crowned with *chevaux-de-frise*, and their ascents with harrows, &c. although a continued fire was kept up on them, from dark to the moment of the assault. Now, these breaches were better seen, and much more difficult to clear, than the narrow and more covered one of San Christoval.

When I add to the above testimony the name of the engineer who directed the Christoval attack, under the late Sir Richard Fletcher, I think his numerous friends and recollectors in the British army will not opine, that the late gallant, active, and highly-talented Lieut.-Colonel Squire could be so deficient in the knowledge of his profession, as not to judge it necessary to take the usual precautions to prevent the breach being cleared!

You must excuse this prolixity, Mr. Editor, but as the corps of Engineers is but too often reflected on, and held responsible for former deficiencies of its establishments; and as the British army generally have not the opportunity afforded them to become versed in the art of the engineer, and the other scientific branches of their profession, they are but too apt to form hasty and erroneous conclusions, and to give credence to such statements as those put forth by the author of "the Peninsular Campaigns."

I hope that this statement, by explaining away one unfounded assertion, may have some effect in diminishing the number of injurious misconceptions which have become current on this branch of the art, and I would recommend to the military who may wish to inform themselves on points connected with the late sieges by the British army, to study the memoir of Colonel Jones—a work commented on by our author, as written with "clearness and sound judgment; a record of great importance; and wherein the then deficiencies of that particular arm of the service, are exposed with an unsparing hand."

I am, Sir, your obedient servant,

ZAPPATORE.

Overland Invasion of India.

MR. EDITOR,—One of your correspondents having recommended that, "the British standard should be placed where the altars of Alexander were raised," (meaning, however, on the banks of the Indus,) I beg to send you the concluding passage of an article, suggested by Colonel Evans's book on the overland invasion of India, and originally written in the shape of a letter to the Directors of the East Company, for your own Journal. In this letter (suppressed from its having outgrown the ordinary bounds of a magazine article) I had ventured to differ both from you and Colonel Evans as to the practicability of any overland attack on India; but as "fools will rush where angels fear to tread," I fully concur in the precautionary measures recommended by your correspondent.

"In merely attempting to give a military view of the probable consequences of an overland invasion of India, I have no intention of touching on your duties as the rulers of a great empire: but in the various discussions that Colonel Evans's very able book has given rise to in the public journals, the value of India to *us* is alone considered; of the great moral obligation that devolves upon you, and on the country at large, to defend to the utmost, the institutions, and the numerous population, that has sprung up under your sway and protection, no mention

seems to be made. This omission results, *I hope*, merely from the circumstance of the duty incumbent upon you being perfectly understood: for it is evident, that as long as the millions who under your government have been born to an inheritance of peace and security shall be unable to protect themselves, and from the nature of Indian character and manners a long period of years must elapse before that time shall arrive, they are as much entitled to the protection of this country, as is the child in its years of weakness entitled to the protection of its parents.

"The performance of this duty may in one instance however force upon you a measure of more questionable character, if abstractedly considered in a moral point of view only, I mean the occupation of Attock, and ultimately perhaps, of the whole of Cabul and Cashmere. Aggressions, or arrangements, of this kind, however much the condition of the people would be improved under your rule, can of course be justified on the strong plea of self-preservation only; but the call for such a measure, objectionable as it may be deemed, becomes imperative upon you the moment the Russians attempt to pass the deserts of Kiava, for nothing but a view to a future attack on India will ever induce a European power to extend its frontier over the sandy and almost barren plains extending from the Caspian far up towards Bocharia. But, proper as it always is to be prepared for the worst, it is not now likely that you will ever have to contend in India against a European power; for though Colonel Evans is probably right in saying that Russia frequently contemplated an invasion of your Eastern possessions, it was at a time when no other point of aggression was open to her; before the acquisition of Poland and of Finland, and before the late events in the East* had so completely changed her situation in that respect. In case of a future war between us, *the friendly occupation* of the Scandinavian Peninsula on one side, and of Greece on the other, would be the most likely means of attack resorted to against us. From the first our shores might be threatened with invasion, our Baltic trade annihilated, and a passage through Denmark effected into Hanover; from the second our Levant trade might be cut up, and our Mediterranean possessions harassed or assailed. In the true spirit of the age, that blinds itself to dangers while they are distant, and magnifies them when near, this will no doubt be termed a mere visionary scheme, incapable of ever being carried into effect in the face of the great powers of the Continent; but unfortunately for the value of such reasoning, there are some of us old enough to recollect the unresisted occupation of Holland, Hanover, Italy, and Portugal, by Napoleon, when he was incomparably weaker than what a Russian Emperor is now, and when the same language was held without being followed up by a single word of efficient remonstrance from any one of the great Continental powers.

"Gentlemen, I now take my leave: as 'coming events cast their shadows before' there is much that is said to indicate the approaching dissolution of your kingly company: with speculations of this sort I meddle not; but in closing this letter beg to bear an humble testimony to the great things you have done in your time. Notwithstanding the many attacks you have been exposed to, history will bear me out when I assert, that the cause of humanity has gained more by your government than by any other recorded in the annals of mankind: and if the time for your natural demise has arrived, (and an opportunity of dying gracefully should never perhaps be neglected,) you may yet inscribe on your monument that your sway conferred peace and security on 100,000,000 of people who never knew those blessings before, and you may safely defy the world to show a nobler epitaph." I am, Mr. Editor,

Your most obedient, D. D.

* Five or six British battalions, and as many sail of the line, would easily have defended Varna, which would have prevented the second campaign altogether; for without that important post, and the command of the Black Sea, the Russians would never have ventured on their bold and hazardous *pointe* towards Adrianople. Whether 50,000 men and fifty sail of the line will be able to do as much good five or six years hence, is a different question.

Naval Board to investigate Plans and Inventions.

MR. EDITOR,—I trust the importance of the object here contemplated, will plead my excuse in thus trespassing on your time and attention, for it appears to me, that the following suggestions, if adopted, would be a mean to stimulate the industry, the talent, and the genius of the service.

The Naval service being peculiarly dependent on the principles of science and mechanics, upon the right application of which the success of every evolution must depend, it becomes highly desirable that every means calculated to excite in the minds of officers, who have to conceive and execute these movements, a spirit of inquiry into the principles of the machinery which they are daily in the habit of using, should be resorted to, in order to ascertain whether the different mechanical powers in use on board our ships of war, are the most fitting for the several purposes to which they are applied; and if so, whether they are applied in the best and most scientific manner, and whether the rigging, build, masting, and ordnance of their ships, may not be susceptible of improvement.

There is no doubt that many officers have turned their attention to these important subjects, and have at different times devised many inventions, and suggested improvements in the fitting and equipment of ships of war, some of which have been adopted with much benefit to the service; but it is also equally certain, that many inventions of much intrinsic merit have been lost to the service and the public, from the difficulty at present attendant on the bringing forward of any plan or invention, from the expense of the necessary experiments, or the want of influence of the projectors. I therefore beg leave, through the medium of your valuable pages, to draw the attention of those in authority, to the following proposition, which I feel certain would, if adopted, be attended with the best results.

I propose, that a board of examination be established, composed of officers of experience, engineers, and men of science,* for the express purpose of investigating and reporting upon such plans and inventions on the above-mentioned subjects, as may, from time to time, be devised for the improvement of the Naval service, with a view of recommending such as appear to them to be founded on just principles, for trial and experiment; that a fund be appropriated by the Admiralty to defray the expenses of such experiments; to be increased by a fee, to be paid by the different projectors, whether their plan should fail or not: that the members of the Board shall receive no remuneration whatsoever, and be obliged to declare publicly *on their honour* upon taking their seats, that their decisions shall be without *partiality, favour, or affection*: that such inventions as shall have satisfactorily undergone the test of trial and experiment, be registered; which record, together with the names of the inventors, and the drawings and descriptions of the several plans, be lodged at the Navy Board, or Admiralty, for the purpose of being brought into actual use as the service shall require, and that a certificate of approbation from the Board, setting forth the particulars of the plan, be delivered to each projector, so that hereafter there can be no mistake as to with whom it originated.

It would be advisable for the Board to sit once every three months, and it might be composed of the Port-Admiral, the Commissioner of the Dock-yard, a Government engineer, and any Naval officer of science who might be on the spot.

Independent of the benefit which the service might derive from the adoption of many valuable plans and suggestions, which would thus be brought to light, and the great facility and encouragement thereby given to the individual projectors, (for there is greater difficulty in bringing forward a plan than in inventing it,) I am persuaded such an establishment would go far to generate a habit throughout the service, of reflecting on such subjects, and lead to the cultivation of those talents which are now suffered to "lie fallow."

I am, Sir,

Your very humble servant,

February 25th, 1830. R. W.

* Similar to the French.

Clarence Medal.

MR. EDITOR,—It is no doubt in your recollection that a proposal was made by some individuals, in 1827, to publish by subscription a medal, commemorative of his Royal Highness the Duke of Clarence accepting the office of Lord High Admiral of these realms. The medals were to be of two descriptions, silver and copper; the latter to be taken from the bottoms or fastenings of those ships most distinguished for their services: how it was to be procured was not explained. The name of the most respectable firm in London was mixed up with the proposal, stating that the medals were to be struck at their establishment; and the names of several respectable bankers were also given, where subscriptions would be received.

Proud as the service naturally felt in seeing at its head a Prince of the Blood—one who had been regularly brought up among them, and who also stood in the light of presumptive heir to the Throne,—hundreds, I believe I might almost say thousands, came readily forward, not with their names merely, but with their cash; their five guineas, or one guinea, as the case might be, being cheerfully paid, with the understanding that, on the anniversary of his Royal Highness's accession to the office, they should receive a silver or copper medal, the design or execution of which should be worthy of the subject; and the first and most distinguished names in the service appeared on the list of subscribers which were published in the newspapers.

The time fixed for the delivery of the medals, however, passed away, and not one word was heard on the subject, though *subscriptions* were still received, even so long as officers could be found weak and confiding enough to pay their money. For myself, I confess that this delay occasioned some suspicions in my mind, and I called, in the autumn of 1828, on Messrs. Rundell and Bridge. I was received by one of the firm, with that politeness and attention which they invariably pay to gentlemen who visit their splendid establishment, but to my astonishment, he informed me, "that the firm had nothing whatever to do with the getting up of the medal; that they had merely consented, on the request being made to them, to lend the use of their press, and they did so, because they had been induced to consider it in the light of a national object, but that *they were now extremely sorry that they had ever allowed their names in any way to be mentioned in the business.*"

Now, Sir, it is surprising that the public have never been informed, at least to my knowledge, who the projectors of this scheme, I had almost added of swindling, really were. I have heard the credit of it given to an officer of the navy: I should be sorry to think that such was the case, but if so, it is surely incumbent on him to come forward and clear his character from the imputations which it must be liable to, if the question is allowed to rest where it is.

Perhaps as no medals appear to be forthcoming, although *three* "anniversaries" will very shortly have elapsed, the subscribers' money will be returned.

I am, Sir,

A SUBSCRIBER TO THE CLARENCE MEDAL.

Norwich, March 8th, 1830.

The Madras Army.

MR. EDITOR,—Some of your military readers may deem the following worthy of perusal. It has reference only to the *Madras* infantry, but I believe it equally applicable to the infantry and cavalry of the other Presidencies. The subjoined table will show the remote chance a young man has of acquiring a competent pension to enable him to retire to his native land, on a moderate and hard-earned independence.

The late order, reducing two lieutenants and one ensign of each regiment, gave a death-blow to the prospects of, and created the greatest dissatisfaction among the junior ranks, who are thereby deprived for a long time of all hope of

advancement. The pay of a subaltern is allowed by all to be insufficient to enable him to avoid incurring debt. The full share of off-reckoning, which in former days produced above £1000 per annum, is now reduced to £750, and enjoyed by 24. (See Table A.) Since 1826, no full shares have been granted, but half-shares realized £540, which are now reduced to £400, and only 14 have that privilege. (See B.) The senior colonel with half-share, has served 41 years; and the greatest possible allowance attainable by him, or by any old officer, however long his standing, is £765 per annum. (See B.)

Under these disadvantages, which hold out so poor a prospect of present subsistence, or future recompense, few young men would enter the service if they could foresee the life of privation and suffering to which they are devoting themselves, in a distant and, to them, unknown country, and in a climate so unfavourable to the enjoyment of health and happiness.

The whole of the 16 colonels (See C), who have no share, must be provided for before the senior colonel, who has served 34 years (See D) can receive more than his £365 per annum retiring pension. It is two years since a colonel died, therefore the chance is, that he must serve more than 40 years to entitle him to a share of off-reckoning. Several captains are of 29 years standing (F,) and many lieutenants (L) have served double the period of service of at least sixty captains, some of whom have been promoted five and six years.

The table will prove the inequality of promotion; the arrangements of 1824 were the cause of its unfairness, and I would indulge the hope that the Members of the Committee of the House of Commons, now sitting to investigate the India question, will take into consideration the grievances under which we labour, and give us that redress and justice which our honourable employers have hitherto withheld. A remedy might easily be found to remove the feeling of dissatisfaction which those ill-advised and inconsiderate measures have occasioned, the adoption of which remedy, without being attended with any very considerable expense, would remove a heavy weight from the sufferings of those complaining of supersession, while it would make the army effective, render justice to the unfortunate, and give satisfaction to all concerned.

Calculation is made from the last "Register" published. Reason of appointment is not included in the period of service.

Colonels, with off-reckoning.		Colonels with no Share.	Lieut.-Colonels.	Majors.	1st Captains.	2d Captains.	3d Captains.	4th Captains.	5th Captains.	1st Lieutenants.	2d Lieutenants.
Full Share.	Half Share.	Years.	Years.	Years.	Years.	Years.	Years.	Years.	Years.	Years.	Years.
A.	B.	C.	D.	E.	F.	G.	H.	I.	K.	L.	M.
1 57	1 41	1 38	1 34	1 30	4 29	2 26	2 25	2 24	1 23	1 21	1 13
2 54	5 39	2 37	4 33	16 29	3 27	6 25	6 24	4 23	2 22	2 19	4 12
3 53	1 37	1 36	5 32	7 27	4 26	15 24	15 23	9 22	2 21	2 18	13 11
1 51	3 36	3 35	7 31	13 26	16 25	10 23	7 22	2 21	3 20	1 17	24 10
2 50	2 34	1 34	16 30	10 25	13 24	9 22	3 21	3 20	4 19	1 16	10 10
3 49	2 33	3 33	17 29	5 24	9 23	2 20	2 20	2 19	1 18	1 14	1 9
1 48		3 32	4 27	2 23	2 22	2 19	5 19	3 18	2 17	1 13	1 7
2 47		2 31			1 21	2 18	2 18	1 16	2 15	5 12	
2 46					1 19	2 17	1 14	2 15	11 11	13 11	
1 41					1 16	1 13	2 13	3 13	14 10	17 10	
2 40						1 12	3 12	7 12	9 9	8 9	
1 39						2 11	4 11	11 11	3 8	2 8	
3 36							2 10	5 10			
24	14	16	54	54	54	54	54	54	54	54	54

In the year 1814 there were 1000 officers in the Madras infantry: out of that number 350 are now in the service; 564 have died or relinquished it without any benefit, about 3½ per cent. have lived to receive the full benefit.

Retired on full-pay per annum.

Lieut.-Colonels.	Majors.	Captains.	Lieutenants.	Total.
15	14	5	—	34
£365	£292	£191. 12s. 6d.	—	

Majors and Senior Captains have been superseded by the numbers, as follow:

2 by 41	2 by 35	1 by 28	2 by 23
3 — 37	3 — 31	3 — 25	15 — 20

Captains and Senior Lieutenants have been superseded by the numbers as follow:

2 by 140	7 by 95	2 by 110	10 by 70
3 — 120	5 — 80	3 — 105	25 — 60

A Madras Officer.

Regimental Subscriptions.

Mr. Editor,—I beg leave to draw your attention to a hardship which Regimental Staff officers, especially Surgeons and Paymasters, are subjected to, by the operation of the late regulation in regard to messes and bands; for the support of which every officer has to contribute, besides a liberal subscription on appointment, so many days' pay annually, viz. twelve to the band, and eight to the mess. In estimating the contribution at so many days' pay, it obviously must have escaped the consideration of the framers of the regulation, that some regimental officers have allowances, whilst others only receive the nett sum at which their daily pay is rated. Surgeons and Paymasters have no allowances, but the Lieutenant-Colonel, first Major, and all the Captains have; consequently, Surgeons and Paymasters are by this method of reckoning obliged to contribute more than their due proportion. It will scarcely be credited, that in this way the Surgeon, if he has been twenty years in the service—and most regimental Surgeons are of longer standing, is obliged to pay *more* to support the band and the mess than the *Lieutenant-Colonel commanding*, although in fact the Surgeon's pay is considerably *less* than the commanding officer's; he receiving £1. 1s. 1d. per diem, including cash allowances, and he is only charged so many day's pay at the nominal rate of 17s., whilst the surgeon of twenty years' standing is charged at the rate of 18s. 10d. being the full amount of what he receives. The Paymaster contributes at the rate of 15s. per diem, being also the full amount of what he receives; but Captains, who actually receive 13s. 7d. are only charged at the nominal rate of their pay, viz. 10s. 6d. The injustice of this mode of assessment, I think, must appear sufficiently glaring. Surgeons and Paymasters rank as Captains; and it was formerly the custom in most corps, in estimating their subscriptions to the mess and band, to class them as such, and with more reason. They are looked upon as civilians, and though made to contribute thus largely, the junior Ensign in the regiment would conceive he had more right to command the services of the band than either of these officers. Besides cash allowances, not strictly considered as pay, the purely military officer in regiments has other advantages over the civil part of the staff, which makes this method of assessing still more burthensome and disproportionate. The Lieutenant-Colonel can command the services of any man in his regiment, and the Captains of any man in their particular company; and as there are always men useful in a variety of ways to be found in so large a body, these officers seldom fail to take advantage of it. A civil staff officer, on the contrary, not having the men under any control, if he does employ them from necessity, which few otherwise do, is obliged to submit to their exactions.

The above mode of supporting the band and mess, in so far as regards medical officers serving before the promulgation of the order, is clearly unjustifiable; for they entered the service under the faith of a regulation, guaranteed by his

Majesty's sign-manual, holding forth certain advantages to induce well educated persons to enter the service. Now this new regulation actually has the effect of reducing the pay of a Surgeon of twenty years standing more than one shilling a day. This is not all. It would astonish your readers were I to enumerate the various annual subscriptions and contributions which it is almost imperative on regimental medical officers to pay; but I think I have said enough to convince every disinterested person that the regulation in question merits revision and amendment.

Your's faithfully,
A Regimental Staff Officer.

On the Charging and Capture of Guns.

Mr. Editor,—Instances will occur to many of your readers, where guns have been charged and captured, perhaps with great loss of lives, without any beneficial result, either from the captors not having been able to bear them off, or from their not having disabled them.

Permit me, therefore, to offer some recommendations to those who may be unacquainted with artillery, which I trust may in time of need be found advantageous. *When guns are charged and captured,* if they cannot be turned against the enemy, or borne off; *first,* destroy all the side-arms, *i. e.* the sponges, wadhooks, and handspikes, not forgetting the spare side-arms, which will be found strapped under the trail, or otherwise attached to the guns. *Secondly,* ram "home" a shot into each gun, partly enveloped in the lining of a jacket, cap, handkerchief, or even mud or clay, taking care that it shall fit very tight, and also to cut the envelope, so that no part can be entangled with a wadhook in an attempt to draw it. Having no shot, let a quantity of mud or clay alone be rammed in. *Thirdly,* if spikes can be obtained, (and they, as well as hammers, may generally be found attached to the guns,) let them be driven with a shot or hammer as far as they will go, into the vent, and then broken short off, which may easily be done by a smart blow, as they are made of tempered steel. If water can be procured, drench well all the ammunition-boxes.

Having captured the guns, and wishing to turn them on the enemy, but finding them spiked, load each gun with a cartridge previously cut open at the mouth, and then throw in a handful or two of powder, so as to form a train from the muzzle of the gun to the cartridge, then roll one or two shot upon the cartridge. The gun may then be fired at the muzzle, by adroitly throwing in the sparks from a port-fire upon the train of powder.

I have always found spikes fly out on the second or third round, when they have not rusted in the vent; but a little perseverance, may, I am convinced, relieve any spiked gun. At any rate, a fire may be thus kept up on the enemy, although not so quick as otherwise.

Should the enemy have retreated, carrying away all the side-arms, a lance, the stave of a standard, or a serjeant's pike, may be readily converted into a rammer and sponge, by attaching to one end part of some dead man's jacket or blanket. If, on the contrary, the enemy's gunners have taken the precaution to ram "home" enveloped shot after having spiked the guns, all attempts to relieve them will be useless; but still the guns need not be wholly inactive, as has been before pointed out.

I would suggest the propriety of a general order, to direct each non-commissioned officer of cavalry and infantry to carry a couple of spikes attached to his belt or pouch, the serjeants in addition to carry a hammer.

I am, Sir, yours, &c.

20th February, 1830. Nostrebor.

Former and present rate of Pay.

MR. EDITOR,—Much having been said in the House on the subject of increase of pay to the army since 1792, and especially upon the expense of the staff, I annex for the information of your readers, a comparative statement of general officers' pay in 1830 and 1745, a period when the expense of living was one-half of what it is at present. The pay of a captain of infantry in those days was 10*s.* per diem, exclusive of allowances: a lieutenant of the Guards 7*s.* 10*d.*

	1745. £	*s.*	*d.*	1830. £	*s.*	*d.*
Generalissimo, or Commander-in-Chief, *per diem*,	20	0	0	16	8	9
General on the staff	5	0	0	5	13	9
Lieutenant-General	4	0	0	3	15	10
Major-General	2	0	0	1	17	11
Brigadier-General	1	10	0	1	8	6
Brigade-Major	0	10	0	0	9	6
Aide-de-camp	0	10	0	0	9	6

I am, Mr. Editor,
Your obedient servant,
AN OLD STAFF OFFICER.

London, 28th Feb. 1830.

Naval Occurrences near Patras in October 1827.

MR. EDITOR,—A conversation took place in the House of Commons on the 5th instant, relative to occurrences which are very partially and imperfectly known, although their intrinsic importance, and their connexion with subsequent events, entitle them to be known generally, and, above all, accurately. As some observations which formed part of the conversation alluded to, seem ill adapted to impress the public with correct ideas of those transactions, a statement of facts connected with them may not be unacceptable to your readers, while it is due to the officers and men who so admirably sustained the reputation of British sailors in circumstances unusually adverse and trying. Lord Althorp inquired, why no mention had been made in the Gazette of the affair between the English squadron and Turkish fleets, in October 1827, at Patras? To this inquiry, Sir G. Cockburn is reported to have replied, "That he should have had it in his power satisfactorily to answer the Noble Lord, had he been previously apprised of his intention to ask the question. As it was, he did not profess to know any specific reason why the affair alluded to was not announced in the Gazette. He agreed with the Noble Lord in thinking, that every thing right and proper had been done on that occasion; but, as far as he could collect, no decided action had taken place, or if there had, it assuredly did not merit the designation of 'brilliant.' On our insisting that the Turkish fleet should retire, they went back without making any opposition. There might, perhaps, have been a shot fired, but he could not say that there was."

The facts are these. The Admirals of the English and French squadrons, in an interview with Ibrahim Pacha, Sept. 25th, 1827, declared that they would be under the necessity of opposing him, if he persisted in carrying into execution his designs against Greece. An armistice was accordingly agreed to, to allow time for Ibrahim to receive advices from Constantinople; and it was stipulated that the Turkish fleet should not, during the interval, depart from Navarin. The English and French squadrons then retired, with the exceptions of the Dartmouth belonging to the former, and the Armide to the latter, which were left to observe Ibrahim's fleet; while the British Admiral, in the Asia, remained in the neighbourhood. On the 1st of October, in the evening, Capt. Fellowes arrived from the Dartmouth, and informed Sir Edward Codrington, that a large squadron had left Navarin in the morning. Sir Edward instantly adopted measures to

intercept them with the small force at his immediate disposal, consisting, besides the Asia, 84, of the Dartmouth and Talbot frigates, one of 42, the other 28 guns, and the brig Zebra of 18 guns. Next morning, the Turks discovered the British ships drawn up to oppose their progress. An officer was sent to assure their Commander, that if he attempted to proceed to Patras, he would be fired on. Their second in command then went on board the Asia, but could not obtain a revocation of the British Admiral's decision. After his return, the Asia discharged one of her guns, and the Turkish fleet began to retire towards Navarin, not, however, till some of the smaller vessels, which attempted to advance, had frequently received the fire of the British. The English ships kept close in their rear, now and then sending a shot after them, but at length went ahead of the Turks, when the Zebra was detached to procure the aid of other vessels. Next day, were seen fourteen additional ships, under the personal command of Ibrahim Pacha, at whose signal the former squadron proceeded to join them. The British Admiral then prepared for action, and advanced towards the uniting squadrons, which then stood back towards Navarin, followed by the British. At night, the Asia and Talbot dropped anchor at the entrance of the Bay of Zante to obtain supplies, leaving the Dartmouth to watch the movements of the Turks. On the morning of the 4th, a communication was made from the latter vessel to the Admiral, that many of the Turkish ships had sailed for Patras. The Asia and Talbot were immediately under sail, and soon came up with a number of Ottoman vessels on their way to join others of the fleet already anchored at Cape Papa. Some shot which were fired past them not having produced the effect desired, the English ships directed their fire into them, and effectually prevented the junction. On the 5th, the Ottoman fleet was scattered by boisterous weather, and the British vessels took shelter at Zante, whence, when the gale ceased, they returned to Cape Papa; and, having again intercepted supplies intended for Patras, the Asia anchored once more at Zante on the 8th of October. The Turkish force consisted at first of 7 frigates, 9 corvettes, and 19 brigs; and when joined by Ibrahim Pa-Pacha, received an accession of 3 frigates, 4 corvettes, and 7 brigs; their total number of guns being 1270. Those of the English squadron amounted only to 172.

It is then indisputable, that this little squadron succeeded, at a most critical period, in preventing a force infinitely its superior from devastating the part of Greece threatened; and the fact that the bold bearing and heavy guns of our sailors induced obedience, instead of serious resistance, in no degree diminishes the credit to which their skill and steadiness has entitled them. It is then, in the writer's opinion, to be regretted that a legislator and a member of the service, who thinks "that every thing right and proper had been done on the occasion," should, however unintentionally, depreciate the character of the affair in question, and, by dwarfing or disallowing obstacles which rendered the performance of their duty extremely arduous, appear to under-value the successful exertions of a brother officer and those under his command. To produce in the minds of the public an impression that the affair was much less important than the circumstances prove it to have been, is certainly the tendency of the remarks, "On our insisting that the Turkish fleet should retire, they went back *without making any opposition.* There might, *perhaps*, have been *a shot* fired, but he could not say that there was." As the purpose of this communication is solely to place the operations referred to in the light of truth, any allusion to the non-insertion in the Gazette would be superfluous.

I am, Sir, yours, &c.

J. H.

Sale of Unattached Commissions.

Mr. Editor,—In some part of the regulations respecting the sale of half-pay, or unattached commissions, there is a clause, that officers having exchanged from full to half-pay receiving the difference, wishing to sell their commissions, such difference shall be deducted from the regulation price.

Let me ask, Sir, what advantage is this to the country? Does it save any thing by it?

Again, let me ask, does it not prevent many officers, who have so retired, from disposing of their commissions? as the funds arising therefrom would not enable them to secure one quarter the amount of their half-pay; besides cutting them off from all future expectations, either for themselves or their families.

If this be the case, why not do away with the above clause, and many then would bring their commissions for sale?

I look upon it, that an exchange is a mutual benefit to both parties. One has obtained his wishes, and the other a small remuneration for the sacrifice circumstances (in many instances) oblige him to make.

I am, Sir, &c.

SENTINEL.

The following is the number of Lieutenants of eighteen years standing and over, on full pay, according to the Army List of January.

Years	1807	8	9	10	11	12	Total
Dragoons	—	1	1	—	1	3	6
Infantry	2	5	11	14	11	58	101

Cornets and Ensigns.

Years	1818	1821	1825	Total
Dragoons	1	1	5	7

Years	1814	15	16	17	21	23	24	25	Total
Infantry	2	6	1	1	1	4	2	62	79

Employment of Frigates to convey Specie from Vera Cruz.

MR. EDITOR,—Having recently seen in the newspapers that the British merchants at Vera Cruz had made complaints that they cannot find means of sending their specie to England, as men-of-war seldom go direct thence home; and the packets are forbidden (most properly so) from taking more than *thirteen tons*, or about 500,000 dollars, fearing they might become *unseaworthy* if too deeply laden, whereby they would in all probability be lost on their passage across the Atlantic, as several have been; I am led to suggest, that instead of those lucrative freights falling as they now generally do to the lot of officers commanding packets, whose first and most important duty it should be to convey the mails with expedition and in safety, they should be bestowed on *old* and *meritorious captains* only, who, having been distinguished in their profession, are well entitled to this remuneration for their past services. The Admiralty should select those in succession whom they might deem deserving of these advantages, by causing our Consuls at Vera Cruz, and in the ports adjacent, to signify to the merchants the exact period when a FRIGATE might be expected to convey their specie direct to England, that it might be ready on her arrival. By these means the patronage of the Lords Commissioners of the Admiralty would be most fairly extended towards those of our gallant defenders, who, after fighting the battles of their country for *forty years* and upwards, are now obliged to subsist, very many of them with large families, on the very narrow income of £180 per annum, although they have held the rank of *full colonel* nearly half of that period! Whilst alluding to the half-pay of officers holding this rank, I may be permitted to remark, that it does appear extraordinary, that a captain of the navy, who has had the rank of *colonel* nearly twenty years, should only receive 10s. 6d. per day, when a man who has attained it only yesterday gets 14s. 6d. though he may not have been twenty years in the army. This cannot be just, and I sincerely trust that an amendment is near at hand.

I am, Sir,

Your most obedient Servant,

London, 10th March, 1830. JUSTITIA.

THE EDITOR'S PORTFOLIO.

FAMILY CLASSICAL LIBRARY—XENOPHON.—We have already spoken in well merited terms of the useful design and competent execution of this appropriate undertaking of Mr. Valpy. As the series advances, the historical importance and interest of its subjects increase. The faithful and eloquent History of the Conquest of Numidia, by Sallust, is succeeded, in the third volume, by Xenophon's ANABASIS, in which the Expedition of Cyrus, and the masterly and memorable retreat of the ten thousand, are related with an accuracy of style and description, which will render this work a model of similar compositions to the end of time. The version here employed is the approved translation of Spelman, elucidated by copious notes and a map, with a beautiful bust of Xenophon. With due deference to the classical reader, to whom the originals of the Greek and Roman languages are familiar, we think this work will prove, even to them, far from superfluous: there are few, except professed scholars, whose interpretations of the dead languages, modified or corrupted as those tongues appear in various situations and different æras, are not susceptible of assistance from the critical expositions of the translator; while to those who may not be qualified, by the bent of their education, to gather the treasures of ancient lore from the fountain-head, The FAMILY CLASSICAL LIBRARY furnishes such a substitute as leaves nothing to be regretted or desired. To our comrades of both services we most especially recommend this work. It contains, and will embrace, matters of peculiar interest to the profession of arms, nor can the select authors of antiquity be made accessible to them in a more complete, reasonable, and commodious form.

THE HISTORY OF SCOTLAND, BY SIR WALTER SCOTT—SECOND VOLUME.—The last month's produce of The Cabinet Cyclopædia has added a second and concluding volume to Sir Walter Scott's History of Scotland. This work will be found a valuable and attractive accession to the accepted chronicles of the British Isles. Without being scrupulously correct in style, it is written in the manner best calculated to give relief and popularity to a tale so rife in all the boisterous elements of feudal anarchy as the Annals of Scotland: nor, perhaps, could any individual be found more peculiarly qualified for the task than Sir Walter Scott. Availing himself of the character of romance so prominent in the leading events of Scottish History, he has wrought it into the texture of his narrative, without, however, relaxing in the careful selection and examination of facts. As an instance, we quote his account of "The Conspiracy of Gowrie," in which the life or liberty of James VI. was so mysteriously perilled. The history comes down to the Accession of that Prince to the throne of Great Britain, as James I.

ENCYCLOPÆDIA BRITANNICA—SEVENTH EDITION.—The proprietors of this elaborate work having decided on publishing a new edition—the Seventh—upon a another plan and lower terms than those of former editions, the first part of the first volume appears cotemporaneously with our present Number. The work is to be completed by certain improved arrangements of the printing, in twenty or twenty-one, instead of twenty-four, quarto volumes, each consisting of six parts, one of which will appear monthly. The valuable supplement to this Encyclopædia will be incorporated in its proper order, after having undergone revision, to which the contents of the work generally will also be carefully subjected; and such improvements will be added, as the march of time has brought to light. The first part, preceded by the dissertation on the march of metaphysical, ethical, and political philosophy, by the late Professor Dugald Stewart, is a very favourable specimen of the new edition of this original and popular compendium of the circle of knowledge.

RESOURCES OF THE UNITED KINGDOM, &c. BY CAPT. W. R. A. PETTMAN, R.N.—It is rare to find a naval officer discussing the complex questions of Political Economy, and rarer still to find a writer of any description handling that topic with so much practical good sense as Capt. Pettman. Of the subject generally, as mystified by modern theorists, we have a mean opinion; more mischief than benefit

has resulted from the rage for dabbling in it. Adam Smith, the Magnus Apollo of the sect, has furnished texts to be hunted down by his imitators, when not engaged in chasing their own Will-o'-the-Wisp fallacies to their extinction. Capt. Pettman endeavours to steer clear of these shallows, and in his present publication professes to establish more distiuctly and completely the reasonings and positions maintained in his previous "Essay on Political Economy." It possesses one singular and most essential merit in a treatise of its class—it is positively intelligible; the arguments, which are ingenious, being clearly and familiarly, though strongly, put—even to the fault of occasional repetition. We are, however, better satisfied with the gallant author's researches into the origin and nature of our seeming difficulties, than we are convinced of the feasibility of the remedies he proposes. It would be difficult and somewhat unreasonable to convert his Majesty's Government into a Company of Corn Merchants upon the vast scale he recommends. There are, we think, causes insensibly operating which will gradually though effectually restore our equilibrium, without having recourse to speculative experiments. To the high professional reputation of Capt. Pettman his Civil labours are calculated to add farther credit on the score of general intelligence. We have ourselves derived from the Essay before us a confirmation of our opinion, that if the Navy and Army of England were reduced root and branch, "at one fell swoop," the temporary embarrassments of the Country, so far from being relieved, would be proportionally augmented.

Action between the Black Joke and Almirante.—This gallant affair, an account of which was introduced in our review of Commander Marshal's New Mode of Mounting Guns, has been very faithfully and spiritedly represented in a painting by Mr. Huggins. The details of the engagement, and the description and arrangement of the ships and rigging having been derived by the artist from the gallant Commander of the British vessel on that occasion, much truth and animation has been infused into the picture, which is placed at the British Institution, and though not a work of high art, is well calculated to repay an inspection, by naval officers especially.

Commander P. P. King's Survey.—We noticed in our last publication the arrival in July of the Adventure at Valparaiso. The Beagle, Commander Fitzroy, with the Adelaide schooner, Lieutenant Thomas Graves, after having refitted at Port Famine, sailed thence in April to examine and survey the Magdalen and Barbara Channels. The latter was accompanied by Lieut. Skyring of the Beagle, which vessel proceeded to Port Gallant, to survey the adjacent coasts. The Adelaide reached Port Gallant in June, having completed the survey of the coasts, and discovered several bays, and some islands. Commander Fitzroy had also effected several discoveries, having been absent a month from the Beagle in an open boat. In Port Gallant the vessels remained a fortnight refitting, and making every preparation for prosecuting their labours. The end of June the Beagle left Port Gallant with the intention of making some farther observations, and then proceeding out of the straits to Chiloe. The Adelaide sailed from Port Gallant nearly at the same time, and proceeded to examine the channels leading up from Cape Tamar. On reaching the latter place they began the survey, and soon after anchored in a fine harbour at the entrance of a channel which was fully explored, and found to extend a distance of sixty miles. This channel had never been known to exist, and it was named Smyth's Channel, after Captain Smyth, the celebrated and scientific surveyor of the Adriatic and Mediterranean. The survey of the passages and channels leading to the northward continued until September, when the Adelaide passed through the Gulf of Trinidad, and reached the Pacific in about latitude 52°. and arrived at Chiloe, where the Beagle and Adventure were at anchor; the latter having left Valparaiso examining the coast downwards. The ships, it was understood, would remain at Chiloe until the end of November, when the Beagle and Adelaide would proceed to the Southward, for the purpose of examining every practicable part of the coast; and the Adventure would return to Valparaiso, from whence Commander King intended sailing round the Horn for Rio Janeiro, where he would refit, and return home with the other vessels. The officers and crews were all in good health, and several of the former were living on shore. Provisions were very good and cheap.

ABSTRACT OF PARLIAMENTARY PROCEEDINGS RELATING TO THE ARMY AND NAVY.

On the 11th of February, a Bill was brought into the House of Commons, for deducting two-thirds of the wages of Smugglers sentenced to serve in the Navy for the maintenance of their families.

On the 17th, Mr. R. Gordon complained that officers on half-pay were disabled from holding civil situations, while those on full-pay were not. He moved for returns on the subject, but no ulterior proceeding was then adopted.

On the 19th, the Army Estimates were brought before the House of Commons, of which, and of the statement of Sir H. Hardinge, an abstract having been given in our last Number, it becomes unnecessary again to recur to those details. The discussion which ensued upon them was maintained on the one side chiefly by Colonel Davies, Mr. Hume, Mr. Hobhouse, Mr. Stanley, Mr. Labouchere, &c.; on the other by Sir George Murray, Sir Robert Wilson, Sir Ronald Fergusson, Sir Hussey Vivian, Lord Palmerston, the Chancellor of the Exchequer, &c. Those who contended for a diminished force asserted, that the reductions made by Government were extremely trifling; that a large army was not necessary to uphold the dignity of this country in the eyes of foreign states, for we had lost all that constituted national dignity; that if no other arguments for reductions were to be found, the public distress supplied them abundantly; that the militia force was useless and expensive; that great saving might be effected by recruiting in the Colonies for colonial service; that the East India Company ought not to be allowed to escape the dead weight, and expenses of reliefs requisite for their service; that the present force should be cut down to the standard of 1822, the more especially as the tranquillity of Ireland was in no danger of being disturbed, and as our North American Colonies were fully competent to their own defence.

On the other hand, the admissions of military members habitually in opposition to his Majesty's Government, were brought to show that the state of the army admitted no farther reductions, the cavalry especially, being very weak in numbers. The difficulty of maintaining that force, and their importance in the event of a future war, was particularly insisted on. With respect to the reductions of 1822, it was observed, that that measure was an experiment, which had failed; and that with reference to Ireland, though it might be perfectly true that the measure of last session had removed one source of discord, yet too sudden a recall of a large body of troops would be any thing but prudent. It was altogether denied that any but the very worst troops could be raised in our West India Colonies, no analogy in that respect subsisting between those colonies and our East Indian possessions; in short, the difficulty of making reductions was acknowledged by the best-informed members, and warm praise was given to the selection made by the War department, as respects the nature and character of the alterations effected in the present year.

On the 22d, the subject was renewed in discussions upon the several items, and the advocates of *economy availed themselves*, as usual, of that occasion for pressing the various considerations which recommend retrenchment: little of novelty, however, was elicited. It was observed that the present estimates were 100,000*l.* lower than 1822, though the force of that year was less. Several amendments proposed by Mr. Hume were negatived, and one also moved by Mr. O'Connell, for the reduction of the expenses of the army in Ireland, shared the same fate. Sir John Wrottesley, contrasting the state of the army in 1792 with its present condition, observed, that a battalion then consisted of 400, it now consists of 740; that then a regiment of cavalry was 196, now 305. Almost every member accustomed to take an active part in the business of Parliament bore a share in this discussion, but the character of the debate was throughout much more politico-economical than military. Amongst the charges to which Mr. Hume strongly objected, was the disproportion between the pensioners of Chelsea and Kilmainham on the one hand, and the officers of those establishments on the other; but it appeared that he spoke merely with reference to the in-pensioners. Sir Henry Hardinge replied, that the whole number of whom those officers had the pay and management amounted to 85,000 men.

On the 26th of Feb. the Navy Board came incidentally under the consideration of the House, owing to some discontent felt by Sir Byam Martin, at a passage contained in the work of Sir Henry Parnell, on Financial Reform, but nothing really affecting the service ensued.

On the same day, the vote for the Military College was opposed, but most unsuccessfully. The high deserts of its officers were clearly made out, the ample payment of those who are not the sons of military men admitted, and the excellent education generally imparted at that establishment, denied in no quarter: the vote was agreed to by a large majority.

On the 1st of March, Sir George Clerk brought forward the Navy Estimates, when much discussion, of a purely political nature, arose about the office of Treasurer of the Navy. Amongst the reductions, 1000*l.* is to be taken from the salary of that officer; two commissioners are to be reduced; several clerks have been transferred from Greenwich Hospital to the Navy Office. In the Victualling Office there is to be a saving of 710*l.*; in the salaries of various officers belonging to the several departments connected with the Navy, there will be a total saving of 8000*l.*; in artificers' wages a diminution of 21,000*l.*; in the dock-yards 10,000*l.* to 12,000*l.*; in timber stores 7,000*l.* In the foreign dock-yards there had, owing to the peculiar circumstances of last year, been an increase of 14,000*l.* In the wages in ordinary 40,000*l.* will be saved; in the half-pay 19,000*l.* Upon the gross sum of 450,000*l.* there would be a reduction of one-third. Last year the number of men agreed to was 30,000; this year 29,000, including 9,000 marines. It appeared, that since 1821, there had been reduced in the Admiralty 14 officers, with salaries amounting to 7,015*l.*; in the Navy Office 24 officers, salaries 10,806*l.*; in the Navy Office 37 officers, salaries 12,000*l.*; in the Dock-yards 408 officers, salaries 88,630*l.*; in the Foreign

yards 29 officers, salaries 36,000*l.*; in the Victualling Office 48 officers, salaries 8,000*l.*; in the Victualling-yards 37 officers, salaries 5,280*l.*; in the Medical Department 8 officers, salaries 3,600*l.*; making in the whole a reduction, during that period, of 665 officers, and of salaries 150,000*l.*

The debate having turned upon what might be called in some degree a party and personal question, respecting the Treasurership of the Navy, not much objection was raised against the Estimates; all demand for reduction was met by this short statement:—that from the numerical weakness of the British navy, our merchant ships have more than once owed their safety to French men-of-war; that while Spain is at war with South America, Russia with a large force in the Black Sea and Mediterranean, and the vessels of France crowding the Levant, the safety and honour of a country, the most renowned for naval achievements, require the maintenance of a force at least not inferior to that of last year. The keeping up of 9,600 marines was most successfully defended by allusion to the general inefficiency of the military when taken on board—the case of Toulon appearing quite to decide the question.

On the 8th of March, farther votes were agreed to, in the conversations on which, Mr. Monck said he thought it would be an improvement if the Continental system of quarter-pay were adopted instead of half-pay, but that economical proposition did not experience the support even of Mr. Hume. Sir Henry Hardinge announced that it was intended the pensions of officers' widows in the Army, Navy, and Ordnance, should be assimilated; that in future, no pensions should be continued to widows who married a second time, or granted to any, except those whose husbands died in battle, or who had been ten years in the service.

On the same day, Sir George Cockburn replied to a question of Lord Althorpe's, respecting the affair near Patras, by stating, that the Admiral of the English fleet being informed that a part of the Turkish armament was sailing towards Patras, put to sea, and found its commander to be Padrone Bey. He charged him with a breach of faith: the Bey replied that he had not been prohibited from going to Patras; if they attacked him he would not resist. The English Admiral then issued a prohibition against their going to Patras, and fired one gun. The Turks retired; the Admiral returned to Zante. Padrone Bey came out twice afterwards, but the appearance of the British made him desist. There appeared, however, to have been some firing on the third day, and some Turks killed.

GENERAL ORDERS, CIRCULARS, &c.

TO THE ARMY.

Horse Guards, Feb. 18.

MEMORANDUM.—The King has been pleased to command an alteration in the uniform of the Medical Staff of the army.

The coat to be plain scarlet throughout, (in shape like the unattached uniform, of which a pattern is already deposited at the Office of Military Boards,) with a button on which are inscribed the words Medical Staff, encircling the letters G. R., and gold epaulettes, as worn by unattached officers, and corresponding with the relative ranks in the army.

These regulations to be confined to the following officers:—Inspectors of Hospitals, Deputy Inspectors of Hospitals, Physicians to the Forces, Surgeons to the Forces, Apothecaries to the Forces, Assistant Surgeons to the Forces, Hospital Assistants; Purveyors of Hospitals and Deputy Purveyors of Hospitals to wear silver epaulettes.

Officers of the Medical Staff are permitted to wear out their present uniforms, but all future supplies to be subject to the above regulation. By command of the

Right Hon. Gen. Lord Hill,
Commanding-in-Chief,
H. TAYLOR, Adj.-Gen.

CIRCULAR.

Horse Guards, Feb. 24.

SIR,—In consequence of the doubts which appear to have prevailed, and the various modes which have been pursued by courts-martial, both as to the time and the manner of receiving and recording in their proceedings, evidence as to the character of the prisoner under trial, I am directed by the General Commanding-in-Chief to state, for your information and guidance, that witnesses to character may be called, either by the prisoner to assist his defence, or by the Court for its own information. In the first case, if a prisoner on his trial is desirous of calling witnesses to his character, the rule of proceeding is this: all the evidence on the part of the prosecution having been first examined, and the prosecutor's case closed, the prisoner is then at liberty (if he thinks fit) to make his defence, and to call witnesses; first, to meet the charge, and secondly, to speak to his character; and all the witnesses must be examined on oath.

When the prisoner has closed his defence (if he make any), the Court proceed to deliberate on the whole of the evidence, and decide accordingly. If they pronounce the prisoner guilty, it frequently becomes expedient, where the extent of punishment is discretionary, for the Court to inquire into the general character of a prisoner, which they are authorized to do if they think fit. They afterwards adjudicate as to punishment. This examination into general character enables the Court to mete out punishment, so as to satisfy the ends of justice with greater precision. These witnesses also, according to the 13th clause of the ex-

isting Mutiny Act, must all be examined upon oath.

All evidence whatever should be recorded on the proceedings in the order in which it is received by the Court.

You will take care that the President of every court-martial, held under your command, be put in possession of a copy of this letter, for the information and guidance of the Court. I have the honour to be, Sir,

Your obedient humble servant,

H. Taylor, Adj.-Gen.

Officer commanding

REGULATIONS FOR THE ENTRY AND RATING OF YOUNG GENTLEMEN ON BOARD HIS MAJESTY'S SHIPS AND VESSELS ON THE PEACE ESTABLISHMENT, DATED 27TH FEB. 1830.

Article 1.—No person is hereafter to be entered or rated as volunteer of the first class, but by special order of the Lords Commissioners of the Admiralty.

Art. 2.—The captains and commanders of his Majesty's ships and vessels are to select and enter the established number of mates, midshipmen, masters' assistants, and volunteers of the second class, on the first commissioning of their respective ships or vessels, as heretofore, obtaining the previous approval of the Lords Commissioners of the Admiralty.

Art. 3.—In cases of re-admission to the service, a statement, of the date of the original entry into the service, and of the cause of the last discharge, is to be transmitted to the Secretary of the Admiralty, for their Lordships' information; or, if abroad, to the Commander-in-Chief, whose approval, in the latter case, is to be deemed sufficient to authorize the entry.

Art. 4.—No person is, on any account, to be borne under the denomination of "Admiralty midshipman," except by their Lordships' special authority.

Art. 5.—A return from every ship is to be transmitted *quarterly* to this office, through the several Commanders-in-Chief, of the mates, midshipmen, masters' assistants, admiralty and college midshipmen, college and first and second class volunteers, serving on board the respective ships and vessels; and particular care is to be taken that in these returns, the discharge, entry, or any alterations in the ratings of persons in any of the said classes, since the date of the preceding returns, be reported and accounted for; and when a ship is ordered to be *paid off*, a similar return is to be *immediately* made, distinguishing, in addition to the before-mentioned particulars, the length of service, and the address or intended residence of each person, and the date at which any mate or midshipman shall have passed his examination for Lieutenant.

Art. 6.—The respective captains and commanders are to be very particular in attending to these instructions; and they are to take care that on no account whatsoever shall any young gentleman be serving on board in any other capacity, or under any other rating than one of the before-mentioned; and they are therefore to observe, that they are not to disrate midshipmen, masters' assistants, or volunteers of either class; but, in case of such serious misconduct as would require disrating, it is to be reported, if on a home station, to the Admiralty; if on a foreign station, to the Commander-in-Chief, or senior officer, in order to their being removed from the service; in any such case the circumstances are to be stated to their Lordships by the first opportunity: but any of the classes mentioned in the second article, being already in the service under their Lordships' sanction, may be removed from one ship to another, in proper vacancies, by authority of Commanders-in-Chief, without reference to their Lordships.

QUESTIONS TO BE ANSWERED ON THE PART OF YOUNG GENTLEMEN APPLYING FOR APPOINTMENTS AS VOLUNTEERS OF THE FIRST CLASS IN HIS MAJESTY'S NAVY.

Candidate's Name.	
Date and Place of his Birth.	
What kind and degree of Education he has received.	
At what School, and how long he has been at School.	
Father's Name.	
Father's Residence.	
Father's Profession, or Rank.	
Any other circumstances which the Applicant or his Friends may wish to state may be here added.	

COURTS-MARTIAL.

A Court Martial assembled on Thursday, the 18th of March, on board his Majesty's ship Victory (flag-ship), in Portsmouth Harbour, which, by adjournment, continued the following day, to try Commander Russell, and Mr. Richard Hodges, Master, of the Wolf, for their conduct on the occasion of that sloop getting on shore at the back of the Isle of Wight, on the night of the 10th instant. The Court consisted of the following Members:—

Capt. John Hayes, C.B. President, Capt. Hon. George Elliott, Capt. Charles Napier, C.B., Capt. Right Hon. Lord William Paget, M.P., Commander John Hindmarsh.—Moses Greetham, Esq. Judge Advocate.

The usual preliminary proceedings having been gone through, the Judge Advocate read the following official letter from Capt. Russell to Admiral the Hon. Sir Robert Stopford, in which are detailed the circumstances out of which this inquiry was instituted:—

His Majesty's ship Wolf,
Portsmouth Harbour, March 13, 1830.

Sir,—I beg leave to state, for the information of my Lords Commissioners of the Admiralty, that on the 9th instant, his Majesty sloop Wolf, under my command, entered the English Channel, in her passage from Tangiers to Portsmouth; the wind blowing hard from N. to N.W. prevented my making any part of the English coast until the ship got as high up as Portland, the lights of which were seen at six p.m. on the 10th; at eight p.m. bore up, E. by N. intending to run through the Needles' passage, Portland Lights then bearing N.W. by W. five leagues by estimation. I continued steering for the Needles until 11 20 p.m. when the Master stated to me that it was best to haul off for the night, as it was too hazy to run any longer, being then only four miles off by account. I immediately hauled up, and trimmed sails on the starboard tack, standing out to the Southward; at 11 30 p.m. the ship struck; clewed up the sails, and fired guns of distress; came on board several Pilots, who stated the ship was on shore at Brook, at the back of the Isle of Wight, having been set to the Southward and Eastward by the flood-tide, which, according to the information of the Pilots, had been running much stronger than it generally does. On the 11th, at four p.m. I had the assistance of the Galatea, Camelion, and three cutters, and at 11 30 on the 12th, succeeded in heaving the ship off, with the loss of her masts, rudder, guns, and stores thrown overboard, to lighten the ship, when she was towed into Portsmouth Harbour by the Carron Steam-vessel, and secured alongside the sheer hulk. I have the honour to be, Sir,

Your most obedient humble servant,
Robert Russell, Commander.

Adm. Sir Robert Stopford, K.C.B.

After the examination of witnesses, the Court came to the following decision:—That His Majesty's sloop Wolf was run ashore at the back of the Isle of Wight, on the night of the 10th of March, by the inattention and neglect of the said Robert Russell, Esq. her Commander, and of Mr. Richard Hodges, her Master, by not making a proper allowance for the flood-tide, and by disobeying the standing orders stated in the general printed instructions, at page 87; that on all occasions when a ship is in pilot water, or in the neighbourhood of land, of rocks, and of shoals, the captain is to take particular care that the lead be kept constantly going, whether the pilot or master think it necessary or not; and at page 107, that the master is to be always attentive to the manner in which she is conducted, and to see the lead carefully hove, and doth therefore adjudge the said Commander, Robert Russell, Esq. to be dismissed His Majesty's service, and the said Mr. Richard Hodges, to be severely reprimanded and placed at the bottom of the list of Masters of the Navy.

A Court Martial was held on the 20th of March, on board His Majesty's ship Victory, in Portsmouth Harbour, of which Capt. John Hayes, C.B. was President, to try Mr. Thomas Holloway, Master of the Galatea frigate, on a charge of having run that ship ashore on the Elbow of the Middle Shoal, when returning to Spithead, after having assisted the Wolf, sloop-of-war. It appeared in evidence, that he was perfectly alive to the navigation of the ship; that the lead was constantly going; but the tide having run out very low at the then springs, and the marks not being visible from the haziness of the weather, the ship touched on a part which is constantly increasing, and which the local pilots have frequently expressed a wish should be buoyed. The Court determined that he was paying strict attention to his duty, at the time the ship got aground, and that no blame was imputable to him on the occasion; and did adjudge him to be acquitted.

MONTHLY NAVAL REGISTER.

ARRIVALS AND SAILINGS.

February 18. PORTSMOUTH.—Sailed H. M. C. Snipe, Lieut. Purcell.

PLYMOUTH.—Arrived H. M. C. Leveret, Lieut. Worth. Sailed H. M. C. Swan, Lieut. Goldie.

FALMOUTH.—Arrived H. M. P. Stanmer, R. S. Sutton, from Lisbon.

19. PORTSMOUTH.—Arrived H. M. C. Swan, Lieut. Goldie. Arrived H. M. C. Netley and Starling, Lieut. Harrison. Arrived the Diligence, and Ann and Amelia Transports, Lieut. R. Mayne. Arrived the Amity Transport, Lieut. W. Lester, with troops and invalids from the West Indies.

20. PORTSMOUTH.—Sailed H. M. C. Swan, Lieut. Goldie, and H. M. C. Highflyer.

PLYMOUTH.—Sailed H. M. C. Leveret, Lieut. Worth.

21. PORTSMOUTH.—Arrived H. M. C. Highflyer and Starling, Lieut. Harrison. Sailed the Ann and Amelia Transport, Lieut. Mayne.

SHEERNESS.—Arrived H. M. S. Ramillies, and proceeded to Chatham to pay off.

22. CORK.— Arrived the Suffield Transport, Lieut. Barber, from Corfu.

FALMOUTH.—Arrived H. M. P. Marlborough, J. Bull, from Lisbon. Sailed 14th inst. Arrived H. M. P. Lapwing, Lieut. Foster, from Corfu. Sailed 29th December. Sailed H. M. P. Princess Elizabeth, Lieut. Dunstan, for the West Indies, and H. M. P. Calypso, Lieut. Peyton, for the Brazils.

PLYMOUTH.—Arrived the Amphitrite Transport, Lieut. Cooley.

23. SHEERNESS. — Sailed H. M. C. Surly, Lieut. Usherwood. Arrived H. M. C. Antelope, Lieut. Johns.

FALMOUTH.—Arrived H. M. P. Kingfisher, Lieut. Walker, from Buenos Ayres.

PORTSMOUTH.—Arrived H. M. S. Cordelia (10), Com. C. E. W. Boyle, from the Mediterranean. Left Gibraltar on the 11th inst.

25. PLYMOUTH.—Arrived H. M. S. Undaunted (46), Capt. Clifford. C. B. and H. M. C. Leveret, Lieut. Worth.

PORTSMOUTH.—Sailed H. M. S. Cordelia (10), Com. C. E. W. Boyle, and H. M. C. Highflyer,

26. SHEERNESS.—Sailed H. M. C. Antelope, Lieut. Johns.

DOWNS.—Passed by H. M. S. Cordelia (10), Com. Boyle.

PLYMOUTH.—Sailed H. M. S. Britomart (10), Com. Johnson.

FALMOUTH.—Sailed H. M. P. Stanmer, R. S. Sutton, for Lisbon.

PORTSMOUTH.—Arrived H. M. S. Dartmouth (42), Capt. Sir T. Fellowes, C.B. from Cadiz. Sailed on the 12th inst. Arrived H. M. C. Starling, Lieut. Harrison, and Raven Tender. Sailed H. M. C. Netley. H. M. S. Galatea (42), Capt. C. Napier, anchored at Spithead.

27. SHEERNESS.—Arrived H. M. S. Cordelia (10), Com. Boyle.

FALMOUTH.—Arrived H. M. P. Briseis, Lieut. Downie, from Halifax.

CORK.—Arrived the Lord Wellington Transport, Lieut. Harris, from Bermuda, and Stentor Transport, Lieut. Burney, from Corfu.

28. SHEERNESS.—Sailed H. M. S. Alligator (28), Capt. Yorke.

PORTSMOUTH. — Arrived H. M. C. Arrow, Lieut. Thrackstone, and H. M. S. Heron (18), Com. J. Burnett, from Rio Janeiro. Sailed 28th December. Arrived the Flora Transport, Lieut. Wentworth, from Fernando Po. Arrived the Amphitrite Transport, Lieut. Cooley.

March 1. PORTSMOUTH.—Arrived H. M. C. Snipe, Lieut. Purcell.

2. FALMOUTH.—Arrived H. M. S. Britomart (10), Com. Johnson.

PORTSMOUTH.— Sailed H. M. C. Sparrow, Lieut. Moffatt, and Dartmouth (46), Capt. Sir T. Fellowes, C.B.

3. SHEERNESS.—Sailed H. M. C. Reindeer, Lieut. H. P. Dicken. Arrived H. M. C. Antelope, Lieut. Johns.

PLYMOUTH.—Sailed H. M. P. Bramble, Lieut. Haswell.

FALMOUTH.—Arrived H. M. C. Vigilant, Lieut. Loney, from Lisbon. Sailed 21st ultimo.

4. PORTSMOUTH. — Sailed H. M. C. Snipe, Lieut. Purcell. Arrived the Hope Transport, Lieut. Pritchard. The Wanderer Transport, Lieut. A. Young.

SHEERNESS.—Arrived H. M. S. Dartmouth (42), Capt. Sir T. Fellowes, C.B.

PLYMOUTH. — Arrived H. M. C. Vigilant, Lieut. Loney. Arrived H. M. S. Britomart (10), Com. Johnson.

5. PORTSMOUTH.—Passed by the Lord Cochrane Transport.

6. PORTSMOUTH. — Sailed the Amphitrite Transport, Lieut. Cooley.

SHEERNESS.—Sailed H. M. S. Badger (10), Com. Rowley, for the Cape of Good Hope.

PLYMOUTH.—Sailed H. M. S. Leveret, Lieut. Worth. Arrived H. M. C. Snipe, Lieut. Purcell.

FALMOUTH.—Arrived H. M. P. Goldfinch, Lieut. J. Walkie, from Havana.

7. PORTSMOUTH.—Sailed H. M. Cutters Raven and Highflyer.

8. FALMOUTH. — Arrived H. M. P. Barracouta, Lieut. James, from the West Indies, and H. M. P. Lord Melville, Lieut. C. Webbe, from the West Indies.

PORTSMOUTH.—Sailed the Wanderer Transport, Lieut. A. Young, and Hope Transport, Lieut. Pritchard. Passed by H. M. S. Badger, Com. R. Rowley, for the Cape of Good Hope.

9. PLYMOUTH.—Sailed H. M. C. Royalist, Lieut. Nash. Arrived H. M. C. Bramble, Lieut. W. H. Haswell, and H. M. P. Goldfinch, Lieut. Walkie.

PORTSMOUTH.—Arrived H. M. S. Cameleon (10), Lieut. C. Luckcraft, from the Mediterranean.

FALMOUTH.—Arrived H. M. P. Magnet, J. Porteous, from Lisbon, and Neva Transport, Lieut. J. Adamson, from the Mediterranean. Left Malta on 17th January.

10. SHEERNESS.—Sailed H. M. S. Alligator (28), Capt. Yorke.

PORTSMOUTH.—Sailed H. M. C. Arrow, Lieut. Thrackstone, and Industry and Diligence Transports.

11. PORTSMOUTH.—Arrived H. M. C. Snipe, Lieut. Purcell.

FALMOUTH.—Put back with foul winds H. M. S. Badger, Com. Rowley.

12. SHEERNESS.—Arrived H. M. C. Raven.

PORTSMOUTH.—Arrived H. M. S. Wolf (18), Com. R. Russell, from the Mediterranean. The Lord Wellington Transport, Lieut. Harris, and Stentor, Lieut. Burney.

PLYMOUTH.—Sailed H. M. C. Bramble, Lieut. Haswell.

13. PORTSMOUTH.—Arrived the Henry Porcher Transport, Lieut. Binsted, from Corfu.

FALMOUTH.—Sailed H. M. S. Badger, Com. Rowley.

PORTSMOUTH.—Arrived the Lord Suffield Transport, Lieut. Binstead, from Corfu, and sailed immediately.

PLYMOUTH.—Sailed H. M. S. Ariadne (28), Capt. G. Rennie. H. M. K. Vigilant, Lieut. Loney, and Leveret, Lieut. Worth. H. M. S. Druid, Capt. Hamilton, anchored in the Sound.

FALMOUTH.—Sailed H. M. S. Badger (19), Com. R. Rowley, for the Cape Station.

14. PLYMOUTH.—Arrived H. M. C. Arrow, Lieut. Thrackstone.

SHEERNESS.—Arrived H. M. C. Industry, Lieut. Dymoke.

16. PORTSMOUTH.—Sailed the Henry Porcher Transport, Lieut. Binsted.

17. PORTSMOUTH.—Sailed H. M. C. Highflyer, and Stentor Transport, Lieut. Burney.

18. PLYMOUTH.—Sailed H. M. C. Arrow, Lieut. Thrackstone.

19. PORTSMOUTH.—Arrived H. M. S. Onyx, Lieut. Boteler, from South America.

MISCELLANEOUS.

The most important event among naval matters that has transpired since our last number, is the measure affecting the promotion of naval officers. From the date of this new regulation, the promotion of all classes of officers is to be restricted to he filling up of one out of three vacancies which may occur in any rank; those vacancies being filled from a list of officers in each rank as they rise successively to the top. As a necessary attendant on this measure, the entry of midshipmen into the service is also limited, and the appointment of volunteers of the first class (a numerous class of officers) is now vested in the Admiralty alone. Employment has hitherto been the great source of promotion; the one was the certain attendant of the other, but the proportion between them will now be widely different to what it has been. The undiminished list of all ranks of officers is the motive for a measure, tending, like the present, to its gradual reduction.

His Majesty's Ship Blanche (46), was commissioned at Plymouth, on the 26th of February, by Capt. A. Farquhar, C.B. K.H. to relieve H. M. S. Hussar, Rear-Admiral Sir Charles Ogle, Bart. at Halifax. The command of the North American Station will be under Capt. Farquhar, who will hoist his broad-pendant in the Blanche, as Commodore.

His Majesty's Sloop Scylla, was commissioned on the 11th of March, at Portsmouth, by Capt. J. Hindmarsh, for the Mediterranean Station.

His Majesty's Sloop Curlew (10), has been commissioned at Woolwich, by Com. G. Woolcombe, for a Foreign Station, and His Majesty's Sloop Nautilus, at the same place, for Channel Service, by Commander Lord G. Paulet. These are both new vessels, having been very lately launched.

His Majesty's Brig Nightingale, was commissioned at Plymouth, on the 13th March, by Lieut. G. Fortescue, for the Packet Service.

His Majesty's Ship Dartmouth (42), Capt. Sir T. Fellowes, C. B. lately returned from the Mediterranean Station, was paid off into ordinary at Chatham, on the 15th of March. The Dartmouth has been employed three years in the Mediterranean, and was present at the battle of Navarino.

His Majesty's Sloop Cordelia, lately returned from the Mediterranean, was paid off at Sheerness on the 16th of March, and recommissioned for Foreign Service, by Commander C. Hotham.

His Majesty's Ship Ramillies (74), late guardship in the Downs, was paid off at Sheerness on the 16th of March, and will probably be broken up.

His Majesty's Ships Leander and Cephalus, are being broken up, the former at Portsmouth, the latter at Plymouth.

His Majesty's Sloop Heron (10), Commander J. Burnet, arrived at Portsmouth, from the South American Station, on the 28th February, and was paid off on the 16th of March.

His Majesty's Ship Ariadne (28), Capt. G. Rennie, sailed from Plymouth, on the 13th of March, with Mr. Jeffcott, Lieut.-Governor of the New Settlements on the river Gambia.

His Majestys Sloop Cameleon (10), arrived on the 9th of March, from the Mediterranean, and is preparing to pay off at Portsmouth.

His Majesty's Sloop Wolf, Com. R. Russell, arrived from the Mediterranean on the 12th of March, and is now preparing to pay off. The Wolf, in endeavouring to make the Needles' passage, was unfortunately drifted by the tide on the rocks at the back of the Isle of Wight, on the evening of the 10th, and got off with the loss of her masts, guns, and stores.

The following Midshipmen have passed their examination at the College since our last:—J. Compton, H. L. Cox, S. Mercer, J. A. Mends, G. E. Patey.

PROMOTIONS.

CAPTAIN.

Duntze, J. A.

COMMANDERS.

Burney, J.
Hope, J.
Stopford, R. H.

LIEUTENANTS.

Campbell, G. L.
Kuper, A. L.
Mercer, S.
Roberts, C.
Woodruff, H.

MASTER.

Sulivan, R.

SURGEON.

Gray, D.

MARINES.—FIRST LIEUTENANTS.

Parker, E. A.
Stockwell, T.

APPOINTMENTS.

CAPTAINS.

Duntze, J. A.	Tribune.
Farquhar, A., C.B., K.H.	Blanche.
Lillicrap, J.	Ordinary at Portsmouth.
Rennie, G.	Ariadne (acting).

COMMANDERS.

Bamber, W. R.	Ordinary at Portsmouth.
Belcher, E.	Hecla.
Copeland, R.	Meteor.
Frankland, E. A.	Dispatch.
Hotham, C.	Cordelia.
Hindmarsh, J.	Scylla.
Morgan, W.	Preventive Service.
Parson, J.	Ditto.
Paulet, Lord G.	Nautilus.
Woolcombe, G.	Curlew.

LIEUTENANTS.

Arundel, F.	Hecla.
Browle, L.	Nautilus.
Cotton, A.	Galatea.
Cotton, F. V.	North Star.
Carrol, W.	Pelican.
Caulfield, J.	Gloucester.
Chamberlain, W. B.	Ordinary at Portsmouth.
Cleugh, R.	Talavera.
Cumby, S.	Warspite.
Dore, W. H.	Ordnance at Portsmouth.
Durban, J. G.	Blanche.
Fortescue, G.	Nightingale.
Garret, C.	Cordelia.
Halkett, J.	Ariadne.
Hall, W. H.	Curlew.
Harvey, W.	Warspite.
Huntley, H. V.	Ganges.
Jeayes, J.	Talavera.
Jenkin, C.	Barham.
Keppel, Hon. H.	Galatea.
King, S.	Lapwing.
Louis, W.	Ranger.
Montgomery, A. L.	Alligator.
Mackisson, J.	Hecla.
Mathison, C. M.	Scylla.
Mathias, T.	Talavera.
Mercer, S.	Eden.
Miller, E. C.	Hyperion.
Motley, J. M.	Ditto.
Newman, R. A.	Talavera.
Pooley, G.	Ditto.
Puckett, C.	Ditto.
Read, H. V.	Hyperion.
Richardson, C. W.	Ranger.
Roberts, R.	Eden.
Roe, R. B.	Talavera.
Shortland, W.	Ranger.
Simmons, E.	Talavera.
Smith, F. W. A.	Ordinary at Portsmouth.
Steele, H. P.	Colonial Service, Newfoundland.
Stephen, J.	Talavera.
Sutherland, E. B.	Preventive Service.
Usher, S. H.	Talavera.
Wolfe, H. J.	Meteor.
Wilson, G. K.	Scylla.
Williamson, C. S.	Talavera.
Woodruff, W.	Coast Guard Service.
Wright, J. A.	Talavera,
Young, J. L.	Curlew.
Yorke, R.	Gloucester.

MASTERS.

King, J. N.	Industry Transport.
Sulivan, C.	Scylla.

SURGEONS.

Gray, D.	Hecla.
Roe, W.	Ordinary at Sheerness.

ASSISTANT-SURGEONS.

Anderson, W.	Dock-yard, Pembroke.
Bell, S. A.	Sheldrake.
Brown, J.	Dock-yard, Woolwich.
Farrier, J.	Hecla.
Folds, J. C.	Nightingale.
Healy, H.	St. Vincent.
Hilditch, E.	Blanche.
Kirk, J.	Victory.
Millar, A.	Ditto.
Nutt, C. K.	Plymouth Hospital.
Osborne, F.	St. Vincent.

PURSERS.

Cooper, R.	Perseus.
Devonshire, F.	Hecla.
Gill, J.	Blanche.
Hutchings, J. B.	Nautilus.
Moxon, R.	Sibylle.
Peuphrase, A.	Scylla.
Thorne, E.	Curlew.

CHAPLAIN.

Rogers, A.	Blanche.

MARINES.—FIRST LIEUTENANT.

Smith, H.	Galatea.

SECOND LIEUTENANT.

Wright, R.	Madagascar.

CHANGES IN THE STATIONS OF CORPS

SINCE OUR LAST.

2d Dragoon Guards	from	Limerick	to	Cahir.
28th Foot	from	Cork	to	Buttevant.
2d Batt. 60th Ditto	from	Portsmouth	to	Isle of Wight.
99th Depot	from	Cork	to	Clare Castle.

ANNALS OF THE BRITISH ARMY.

	Principal Staff at Head-Quarters.	Principal Commanders-in-Chief, and Governors abroad.
1801. War with France and Spain.	Secretary-at-War.—Right Hon. W. Windham. Captain-General and Commander-in-Chief, Field-Marshal H. R. H. the Duke of York, K.G. Adjutant-General.—Gen. Sir W. Fawcett, K.B. Colonel Harry Calvert. Quarter-Master-General.—Lieut.-Gen. David Dundas. Master-General of the Ordnance.—Gen. Marquis Cornwallis, K. G. John Earl of Chatham, K.G. from 27th June. Lieut.-General of the Ordnance.—Gen. Hon. Sir W. Howe, K. B.	East Indies.—Lieut.-Gen. Sir Alured Clarke, K.B.; Lieut.-General Gerard Lake, from 22d January. North America.—Lieut.-Gen. Henry Bowyer. Jamaica.—Lieut.-Gen. Earl Balcarras. Lieut.-Gen. George Nugent, from 1st May. Leeward Islands.—Lieut.-Gen. Thomas Trigge. Mediterranean.—Lieut.-Gen. Sir Ralph Abercrombie, K.B.; Lieut.-Gen. the Hon. Sir John Hely Hutchinson, K.B.; Gen. Hon. H. L. Fox, from 25th July. Cape of Good Hope.—Sir G. Yonge, Bart. K.B.; Lieut.-Gen. Francis Dundas, from 3d July. Gibraltar.—Gen. Charles O'Hara.

Total Number of Troops maintained by the Country, including Militia, and Fencibles	277,263	
India Forces	26,219	
Amount of the Army Estimates for the Year 1801	£12,932,057	6s. 0d.
India Forces	£ 549,935	19s. 10d.

DISTRIBUTION OF THE REGULAR FORCES.

United Kingdom of Great Britain and Ireland, Jersey, Guernsey, and Alderney	75,610*	
Plantations, Gibraltar, Minorca, and other Stations in the Mediterranean, Cape of Good Hope, and New South Wales	72,829	
East Indies (four regiments of Light Dragoons and seventeen regiments of Foot)	26,219†	
Embodied Militia—South Britain	39,404	
Ditto—North Britain	6026	
Cornwall and Devon Miners	633	
Fencible Infantry, in North Britain	3950	
Embodied Militia, in Ireland	31,977	
Fencible Infantry, in Ireland	22,640	
Foreign Corps	13,015	
Expense of ditto	£487,441	4s. 5d.

WIDOWS OF OFFICERS OF THE LAND FORCES ON THE PENSION LIST.

		Rate of Pension.
48	Widows of Colonels	£80
36	Lieut.-Colonels	50
25	Majors	40
190	Captains and Paymasters	30
215	Lieutenants	26
199	Second Lieutenants, Cornets, Ensigns, Adjutants, and Quarter-Masters	20
1	Governor or General Officer	80
6	Physicians and Purveyors	30
26	Surgeons and Apothecaries	26
28	Chaplains, Deputy Purveyors, and Hospital Mates	16
1	Assistant Commissary of Stores	26
1	Ditto	20

* Of this Number, 5036 Cavalry, and 11,296 Infantry were in Ireland.

† Exclusive of Recruiting Troops and Companies, in Great Britain, amounting to 840 men.

MILITARY ACHIEVEMENTS AND OCCURRENCES, AND CHRONOLOGICAL EVENTS OF THE ARMY.

January 3. Lieut.-Colonel John Fraser, Commandant of the Garrison of Goree, in conjunction with Capt. Sir C. Hamilton, R.N. detached a part of the African Corps, with some seamen, in boats, to cut out of Senegal a brig, in which they succeeded.

March 8. The principal portion of the British troops* under Sir Ralph Abercrombie, landed at Aboukir, in Egypt, under the most trying circumstances. The boats had near a mile to row, and were for some time under the fire of fifteen pieces of artillery and the musketry of 2500 men; still the intrepidity of the troops overcame every difficulty. "Nothing, I believe, ever exceeded the boldness and perseverance with which the boats continued to approach the shore, under a shower of bullets, shells, and grape. Every discharge was answered by a shout from the seamen, and all seemed totally insensible of danger. The reserve on the right formed as if on the parade, and in a moment carried a height nearly equal to, and very like to that of, Camperdown."—DISPATCH. The enemy was completely beaten with the loss of half his Artillery.†—9. The remainder of the army was landed. —12. The army marched to within two leagues of Alexandria.—13. The British moved forward to attack the enemy, advantageously posted on a ridge: they did not however wait, but came down and attacked us. The action was warm, but the enemy were everywhere forced under the walls of Alexandria. Sir Ralph, in this action, had his horse shot under him, and was rescued from being enveloped among the French Cavalry by the 90th Regiment, who received the charge upon their bayonets. The British loss was very great.‡ Lieut.-Col. Erskine lost a leg. "His Regiment, 92d, gained great credit, but suffered severely.—18. The fort of Aboukir capitulated to Sir Ralph. An affair took place between a patrole of British Cavalry and one of the enemy near Alexandria, in which Colonel, now General, Archdall lost an arm.—20. The Danish West India Island, Saint Bartholomew, capitulated to a force under Lieut.-Gen. Thomas Trigge, and Rear-Admiral Duckworth.—21. Battle of Alexandria.§ The French defeated with the loss of 3000 killed,‖ wounded, and taken prisoners. The English loss amounted to 1225. Sir Ralph Abercrombie ¶ mortally wounded. "We have sustained an irre-

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* The army amounted to between 17 and 18,000 men. Corps employed on this service: 11th, 12th, 20th, and 26th Dragoons; Hompesch's Dragoons; 1st Battalion Coldstream Guards, 1st Battalion 3d Foot Guards, 2d Battalion Royals, 2d, 8th, 10th, 13th, 18th, 20th, 23d, 24th, 25th, 26th, 27th, 28th, 30th, 1st Battalion 40th, 2d Battalion 40th, 42d, 44th, 50th, 1st Battalion 54th, 2d Battalion 54th, 58th, 61st, 79th, 80th, 86th, 88th, 89th, 90th, 92d Regiments; Corsican Rangers, Stuarts, De Rolles, Dillon's Corps; Royal Artillery and Royal Engineers. The Corps have been allowed the Sphinx, with the word "Egypt" on their colours, &c. for this brilliant campaign.

† The loss of the British on this day, in killed and wounded, was 554: the loss of the enemy was not ascertained. Sir Ralph modestly stated "it must have been considerable."

‡ It exceeded in killed, wounded, and missing, 1200 officers and privates. The conduct of the British army in Egypt, not only in this attack, but throughout the whole campaign, established the indubitable superiority of the English bayonet. Whenever they could reach the enemy, no advantage of fire or position could defend them against their charge. They sometimes suffered for their confidence, but more frequently it carried them irresistibly into certain victory and a lasting glory.

§ The 21st of March, 1801, an ever memorable day in British history: a day in which victory on one side, and the loss of those brave men by whom it was achieved on the other, leave it a matter of doubt, whether to hail it in our annals with mourning or thanksgiving. *Pluris enim Decii quam qui servantur ab illis.* The Thanks of Parliament were voted, on the 18th of May, to the officers, troops, and seamen engaged, "for their splendid and heroic exertions, when, in spite of local difficulties, and the desperate attacks of a powerful and well prepared army, on the 21st of March, 1801, the British arms obtained a brilliant victory." The following officers of the army were named in the votes. Major-General the Honourable John Hely Hutchinson (second in command), Eyre Coote, Cradock, Ludlow, John Moore, Earl Cavan, Hope, John Doyle, Oakes, Finch, John Stuart, and Robert Lawson.

‖ Six hundred and fifty of a corps called the "Invincibles," thirty-seven of whom had perished by their colours, lay extended on the ground, when the remainder entreated and obtained quarter. The Highland Society, in grateful acknowledgment and commemoration of the valour of their countrymen on this day, presented the 42d regiment with a piece of plate, value one hundred guineas; inscribed with an appropriate motto and designs. A silver medal was also struck in commemoration of the capture of Buonaparte's Invincible Standard: one to be given to each private as well as officer in the regiment, or if killed or dead, to the nearest surviving relations.

¶ On the same day as the foregoing, (18 May) an address was carried to his Majesty for a Monument to be erected in St. Paul's Cathedral, in memory of the ever-lamented Commander-in-Chief of his Majesty's land forces, Lieut.-General Sir Ralph Abercrombie, K.B. who having surmounted, by his valour and consummate ability, the obstacles opposed by a powerful enemy to his landing on the coast of Egypt, and who, after having successfully established those dispositions necessary for the farther operations of the army under his command, resisted, with signal advantage, a desperate attack of the chosen and veteran troops of the enemy on the 21st of March last, when he received, early in the action, a mortal wound, notwithstanding which he remained on the field, animating by his command, and encouraging by his example, the brave troops under him, till their valour had achieved the victory of that memorable day."

The first

parable loss in the person of our never-sufficiently-to-be-lamented Commander-in-Chief, Sir Ralph Abercrombie, who was mortally wounded* in the action, and died on the 28th of March (on board Admiral Keith's ship), I believe he was wounded early, but he concealed his situation from those about him, and continued in the field, giving his orders with that coolness and perspicuity, which had ever marked his character, till long after the action was over, when he fainted through weakness and loss of blood. Were it permitted for a soldier to regret any one who has fallen in the service of his country, I might be excused for lamenting him more than any other person; but it is some consolation to those who tenderly loved him, that, as his life was honourable, so was his death glorious. His memory will be recorded in the annals of his country; will be sacred to every British soldier, and embalmed in the recollection of a greatful posterity." "I cannot conclude this letter without solemnly assuring you, that in the arduous contest in which we are at present engaged, his Majesty's troops in Egypt have faithfully discharged their duty to their country, and thereby upheld the fame of the British name and nation."—DISPATCH.—24. St. Martin surrendered to Lieut.-Gen. Thomas Trigge, and Rear-Admiral Duckworth.—28. St. Thomas and St. John, capitulated to ditto.—31. St. Croix, capitulated to ditto. British Corps employed on these services: Royal Artillery, 1st Battalion Royals, 3d, 11th, and 64th Foot, 2d and 8th West India Regiments.

April 2. A British fleet arrived in the Sound.—4. Captured the Danish navy, bombarded Copenhagen, and obliged the Danish Government to enter into an Armistice, by which the armed neutrality of the North was destroyed. The thanks of Parliament were voted to Admiral Sir Hyde Parker, Vice-Admiral Lord Nelson, Rear-Admiral Graves, and to Lieut.-Colonel Stewart, commanding the 40th Regiment, and to all the officers, seamen, and soldiers, "for their bravery and gallant conduct on the glorious occasion of the triumph of the British force off the harbour of Copenhagen." Lord Nelson observes in his dispatch, "The Hon. Colonel Stewart did me the favour to be on board the Elephant, and himself, with every officer and soldier under his orders, shared with pleasure in the toils and dangers of the day."†—19. Colonel (the late General Sir Brent) Spencer, with a Corps of about 800 British, and a Corps of Turks, forced the enemy from the town and castle of Rosetta, commanding the navigation of the Nile. "I have many obligations to Colonel Spencer, for the zeal, activity, and military talents, which he has displayed in the conduct of this important service."—DISPATCH.—21. The islands of St. Eustatia and Suba, surrendered to a detachment of the 3d Foot, under the command of Lieut-Colonel Blunt and Capt. Perkins, R.N.

May 9. Lieut.-Gen. Hutchinson, with 4000 British, in company with a Corps of Turks of equal

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The first commission this able officer bore, was as cornet of the 3d Dragoon Guards, into which he entered on the 25th of May, 1756, and gradually rose, in 1787, to the rank of Major-General. On the breaking out of the war he served with the Duke of York in the Netherlands; and in 1795 succeeded Sir Charles Gray as Commander-in-Chief of the West India Islands; on his return from whence, in January 1797, he was raised to the rank of Lieutenant-General. His next service was to quell the rebellion in Ireland, and, in 1799, he was second in command in the expedition against Holland; and lastly he was invested with the chief command of the army destined to dispossess the French of Egypt. He was interred under the Castle of St. Elmo, in La Valette, Malta (to which island his body was conveyed by his friend Lord Keith), by Major-Gen. Henry Pigot, Commander-in-Chief of the island. In addition to the national monument, a pension of 2000*l.* was settled on his family: and his widow was created Baroness Abercrombie, with remainder to her issue male by Sir Ralph.

* During the early part of the engagement, when, in the darkness of the night, unable to distinguish friend from foe, Sir Ralph was involved among the enemy, he was rescued from immediate destruction, only by the affectionate valour of his own troops. To the first of the British soldiers who came up to him, Sir Ralph said, "Soldier, if you know me don't name me!" At that instant a French Dragoon, suspecting the prize he had lost, rode up to the General in the midst of his own guard, made a cut at him, but not being quite near enough, merely penetrated to his shirt, grazing the skin with the point of his sabre. The Dragoon's horse wheeling about, he made a second attempt by a lunge, that passed the General's side and right arm, which he directly closed. The Dragoon being at this instant shot, the sabre remained in the General's possession, who presented it to Sir Sidney Smith, then at his side. He was soon after wounded in the thigh; but could not be prevailed on to retire till victory was decided. Having been wounded two hours, he fainted as soon as he saw the retreat of the French. A large incision was made to extract the ball, which could not be found, though the General seemed hopeful of recovery. To the inexpressible regret of his family and country, this hope was disappointed. He concluded an honourable and arduous service of forty-six years, at an advanced age, on the field of glory and in the arms of victory. He had endeared himself to his family by the habitual practice of every relative and social duty; by the amiableness of his manners, the tenderness of his affections, the simplicity and integrity of his life. No man ever felt more deeply the awful responsibility attached to a Commander-in-Chief. "These victories," replied Sir Ralph, being congratulated on his successes, "make me melancholy." He considered war as a solemn though trying duty: and regarded victory of no value, but as it tended to promote the interests and the repose of society. Such a character will be gratefully numbered among the highest benefactors of mankind.

† Capt. Grant, of the Rifle Corps, who volunteered his services in the expedition, had his head taken off by a cannon-ball in the battle of Copenhagen, as effectually as if it had been severed from his body by a scimetar. He was particularly unfortunate in battle, having received three wounds on one day in Holland.

force, under the Capitan Pacha, attacked the French near Ramanich. The enemy were driven in and retired to Cairo, leaving a garrison off the Fort.—10. Ramanich surrendered, and the combined force proceeded to Cairo.—17. Six hundred French Cavalry, Infantry, and Artillery, surrendered in the desert to Major (now Sir Robert) Wilson, Hompesch's Dragoons.

June 3. Establishment of the Military College. The King sent a message to acquaint Parliament, "That he had founded an establishment for promoting military science. His Majesty thinks that it will add to the skill and discipline, which, combined with British valour, have been so gloriously displayed in the service of the country." And on the 23d General the Hon. William (now Field-Marshal, Earl) Harcourt, was appointed Governor of the College.—12. Lieut.-Colonel Fraser, Commandant of the Garrison of Goree, detached a part of the African Corps, and some seamen, under Capt. Lloyd, who succeeded in capturing a large ship, under Spanish colours, lying off Senegal.—19. The first stone of the Royal Military Asylum was laid at Chelsea, in presence of the Duke of York, attended by the Secretary-at-War, Lord Harrington, &c.—21. Ternate capitulated to Colonel (the late Lieut.-General) Burr, of the East India Company's Service. The Dutch Governor made a most resolute resistance, having defended the place, with uncommon success, for fifty-two days. The difficulties the Hon. Company's forces had to encounter "have seldom or ever been exceeded in this part of the globe."—DISPATCH.—27. Grand Cairo surrendered to the English.

August 1. An order issued by the Secretary-at-War, in consequence of the apprehension of invasion, for all officers on half-pay to transmit an account, in writing, of their age, past services, and place of abode, in order that their services might be called for as circumstances should render it expedient.—4. Boulogne bombarded by Lord Nelson. "The officers of Artillery threw the shells with great skill, and I am sorry to say that Capt. Fyers, of the Royal Artillery, is slightly wounded in the thigh, by the bursting of an enemy's shell." "The whole of the affair is of no farther consequence, than to show the enemy they cannot, with impunity, come outside their ports."—DISPATCH.—17. Operations against the enemy's works, at Alexandria, commenced. Two attacks were made to get possession of some heights. "The action was neither obstinate nor severe, and our loss is but small: but it afforded one more opportunity to display the promptness of British officers, and the heroism of British soldiers. A part of General Doyle's brigade, the 30th Regiment (but under the immediate command of Colonel Spencer), had taken possession of a hill in front of the enemy's right. Gen. Menou, who was in person in that part of the French entrenched camp, directly opposite to our post, ordered about 600 men to make a sortie, to drive us from our position. The enemy advanced in column with fixed bayonets, and without firing a shot, till they got very close to the 30th Regiment, to whom Colonel Spencer gave an immediate order to charge, though they did not consist of more than 200 men; he was obeyed with a spirit and a determination worthy of the highest panegyric. The enemy were driven back to their entrenchments, in the greatest confusion: they had many killed and wounded, and several taken prisoners."—DISPATCH.—21. The Castle of Marabout capitulated to Major-Gen. Coote.—22. Major-Gen. Coote defeated a strong corps posted in his front in order to cover the approach to Alexandria. "The managements of that excellent officer appear to have been able and judicious."—DISPATCH.—24. Batteries were opened against the Redoubt de Bain.—25. Major-Gen. Coote surprised the enemy's advanced posts, when seven officers and fifty men were taken prisoners. "This service was gallantly performed, by Lieut.-Colonel Smith, with the 1st Battalion 20th Regiment, and a small detachment of Dragoons, under the orders of Lieut. Kelly, of the 26th."—27. Gen. Menou requested an armistice.

September 2. The forts and town of Alexandria surrendered by capitulation.* "The exertions of individuals have been splendid and meritorious. I regret that the bounds of a dispatch will not allow me to specify the whole, or to mention the name of every person who has distinguished himself in the public service." "Allow me to express a humble hope that the army in Egypt† have gratified the warmest wishes and expectations of their country.‡ To them every thing is due and to me nothing.

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* By this capitulation the enemy were to be conveyed to the French ports in the Mediterranean, with their arms, artillery, baggage, and effects, within fifty days from the date of the ratification.

Scarcely was the capitulation signed, when the army under Major-Gen. Baird arrived. After staying a short time at Cossier, this army crossed the Desert of Thebes, with many difficulties, in ten days, and arrived at Geunet, on the banks of the Nile, about four hundred miles from Grand Cairo. The route was through a defile of one hundred and fifty miles, between hills and barren rocks: not a particle of herbage was to be seen, and this long and toilsome march could not have been performed without the friendly aid of the Mamalukes and Arabs. The whole of the Indian army, which arrived opposite Grand Cairo, consisted of 5000 British and 2000 Sepoys. It was extremely mortifying to this brave force, that, after tasting deeply of the toils and hardships of war, fortune did not permit them to participate, on this occasion, in its glories.

† On the termination of the war in Egypt, the Sultan ordered fifty gold medals to be struck, bearing a crescent and star in the centre, with a suitable inscription, to be distributed among the English officers in Egypt.

‡ On the 12th November the Thanks of Parliament were voted to "the Hon. Lieut.-Gen. Sir John Hely Hutchinson, K.B. for the zeal, activity, and energy, which he displayed in the command of the army in Egypt, which had contributed so greatly to promote the honour and interests of his country, and had shed superior lustre upon the British arms." A similar address was voted to the generals and officers under Sir John Hutchinson, and also to the non-commissioned officers and privates. The fol-

It was my fate to succeed a man who created such a spirit, and established such a discipline amongst them, that little has been left for me to perform, except to follow his maxims and endeavour to imitate his conduct."—DISPATCH.—14. Lieut.-Colonel George Airey, commanding the troops in British pay in the island of Elba, with a force of 1000 men, including Tuscans, Peasants, &c. destroyed the enemy's batteries of Penita Pina, the Grottoes, Giovanni, &c.

October 1. Preliminaries of peace,* between Great Britain and France, signed.

OBITUARY, 1801.

January 8. Lieut.-Gen. Philip Goldsworthy, Colonel of the 1st Dragoons, Equerry and Clerk-Marshal to his Majesty, and M.P. for Wilton.

March 25. In his 49th year, the Hon. Lieut.Gen. Sir Charles Stuart, K.B. brother to the Marquis of Bute, Colonel of the 26th Foot, and M.P. for Poole.—27. Lieut.-Gen. Wynter Blathwayte, Colonel 27th Dragoons.—28. Lieut.-Gen. SIR RALPH ABERCROMBIE, Commander-in-Chief of the Egyptian army, &c. of his wounds.

April 24. Gen. Moriscoe Frederick, Colonel 54th Foot.

May 7. Gen. Cyrus Trapaud, Colonel 52d Foot.

June. Major-Gen. Richard Bettesworth, late Colonel-Commandant of the 2d Battalion of Royal Irish Artillery.—8. Major-Gen. Thomas Jones, Lieut.-Governor of Hull.—10. Lieut.-Gen. Charles Eustace, Colonel-Commandant 68th Foot.

July 18. Gen. Flower Mecher, Colonel 9th Dragoons.

August 12. Gen. Lord Rosamore, Governor of Kinsale.—13. Gen. Lord Adam Gordon, Colonel of the Royal Scots.—27. Lieut.-Gen. Norman Macleod, Lieut.-Colonel 73d Foot.

December 27. Gen. Peter Bathurst,

Major-Gen. Hon. John Knox, Colonel-Commandant 9th Foot, lost on his passage to Jamaica.

Lieut.-Gen. Alexander Campbell.

ABSTRACT STATEMENT OF OFFICERS OF THE BRITISH ARMY, WHO SERVED IN EGYPT IN THE YEAR 1801.

Ranks in March 1801.	Total that served in Egypt.	Killed or died of wounds.	Wounded.
Lieut.-Generals	1	1	—
Major-Generals	8	—	1
Colonels	35	1	6
Lieut.-Colonels	101	4	4
Majors	43	3	2
Captains	386	8	41
Lieutenants	643	10	52
Second Lieutenants, Cornets, and Ensigns	231	5	12
	1448	41	118

lowing general officers were named in this vote, Major-Gens. Eyre Coote, John Francis Craddock, Hon. G. J. Ludlow, John Moore, Richard Earl of Cavan, David Baird, Hon. E. Finch, Brig.-Gens. John Stewart, Hon. John Hope, John Doyle, John Blake, H. Oakes, and R. Lawson. Lieut.-Gen. Sir John Hutchinson was advanced to the Peerage, with the title of Lord Hutchinson.

* On the 6th of April, in the following year, the thanks of Parliament were voted to the Officers of the Navy, Army, and Marines, "for the meritorious and eminent services which they have rendered to their King and country during the course of the war:" to the Soldiers and Sailors "for their exemplary and gallant behaviour," and to the Militia, Yeomanry, and Volunteers "for their seasonable and eminent services."

GAZETTES.

MILITARY PROMOTIONS, &c.

FROM FEB. 24 TO MARCH 26.

OFFICE OF ORDNANCE, FEB. 23.

LONDON GAZETTE, FEB. 24.

Eastern Glamorgan Corps of Yeomanry Cavalry.—Robert Hillier Rickards, gent. to be Lieut. vice Moggridge, prom.

WAR-OFFICE, FEB. 25.

FRIDAY, FEB. 26.

1st Regt. of Dr. Gds.—Ens. Thomas Todd, from the 72d Ft. to be Cor. by p. vice Grant, prom.

7th Ditto. — Cor. Richard Harcourt Symons, from h. p. 6th Dr. Gds. to be Cor. pay. the diff.

6th Foot.—Hosp.-Ass. John Murtagh, M.D. to be Ass.-Surg. vice Campbell, dec.

7th Ditto.— Lieut. Wm. T. Morshead, to be Capt. by p. vice Gage, who ret.; Ens. George Grenville Glover, from the 82d Ft. to be Lieut. by p. vice Morshead.

17th Ditto.—John Erskine, gent. to be Ens. by p. vice Campbell, app. to 32d Ft.

30th Ditto.—Gent. Cadet James T. Airey, from Rl. Mil. Coll. to be Ens. without p. vice Cochrane, whose app. has not taken place.

39th Ditto.—Ens. John Lewis Corrigan, from h. p. 3d Ft. to be Ens. vice Willock, whose app. has not taken place.

46th Ditto.—Lieut. John Henry French, to be Capt. without p. vice Otway, dec.

48th Ditto.—Capt. Algernon Greville, from h. p. of 2d West India Regt. to be Capt. pay. the diff. vice Fothergill, app. to 50th Ft.

50th Ditto.—To be Capts.: Capt. Wm. Fothergill, from the 48th Ft. vice Peter Powell, who ret. upon h. p. 2d West India Regt.; Capt. Henry Des Vœux, from h. p. vice John Foy, who exc. r. the diff.

55th Ditto.—Capt. Christopher Thomas Bird, from h. p. to be Capt. vice Robert Ficklin, who exc. r. the diff.

66th Ditto.—Ens. Thomas George Armstrong, to be Lieut. by p. vice Kerr, who ret.; John Parker, gent. to be Ens. by p. vice Armstrong.

72d Ditto.—Sandilands Fisher, gent. to be Ens. by p. vice Todd, app. to 1st Dr. Gds.

75th Ditto.—Lieut. James John Graham, to be Capt. by p. vice Daniell, who ret.; Ens. Alex. Jardine, to be Lieut. by p. vice Graham; John Ryle, gent. to be Ens. by p. vice Jardine.

82d Ditto.—James Brash, gent. to be Ens. by p. vice Glover, prom. to 7th Ft.

1st West India Regt.—Ens. Fred. B. Russell, to be Lieut. without p. vice Thoreau, dec.; Samuel Hodson, gent. to be Ens. vice Russell.

Unattached.—Lieut. Lord Charles Wellesley, from Rl. Horse Gds. to be Capt. of Infantry, by p.

Brevet.—The undermentioned Cadets, of the Hon. the E. I. Company's service, to have temporary rank as Ens. during the period of their being placed under the command of Lieut.-Col. Pasley, of the Rl. Engineers, at Chatham, for field instructions in the art of Sapping and Mining:—Gent. Cadets Wm. Douglas, Wm. Stephen Jacob, Lawrence Hill, Henry Siddons, Wm. H. Horsley, Charles Wm. Tremenhere, Francis Wemyss.

Garrisons.—Lieut.-Gen. Sir Wm. Hutchinson, to be Governor of Carrickfurgus, vice Gen. Moncrieff, dec.

Memorandum.—Capt. Alex. Jones, upon h. p. 6th Ft. has been allowed to ret. from the service, by the sale of an unattached commission.

OFFICE OF ORDNANCE, FEB. 23.

Rl. Regt. of Art.—Capt. and Brevet-Major David Story, to be Lieut.-Colonel, vice Durnford, dec.; 2d Capt. Richard Carr Molesworth, to be Capt. vice Story; Capt. Wm. Furneaux, from unattached h. p. to be 2d Capt. vice Molesworth.

Corps of Rl. Engineers.—1st Lieut. Richard John Vicars, to be 2d Capt. vice Cooper, ret.; 2d Lieut. Edward Aldrich, to be 1st Lieut. vice Vicars, prom.

WHITEHALL, MARCH 3.

FRIDAY, MARCH 5.

The King has been pleased to nominate and appoint Vice-Admiral Sir Thomas Byam Martin, Knight Commander of the Most Honourable Military Order of the Bath, to be a Knight Grand Cross of the said Most Honourable Military Order, vice Admiral Sir George Montague, dec.

OFFICE OF ORDNANCE, MARCH 10.

FRIDAY, MARCH 12.

Corps of Rl. Engineers.—Capt. Robert Thompson, to be Lieut.-Col. vice Figg, dec.; 2d Capt. Roger Kelsall, to be Capt. vice Thompson, prom.; 1st Lieut. George Tait, to be 2d Capt. vice Kelsall, prom.; 2d Lieut. John Chaytor, to be 1st Lieut. vice Tait, prom.

2d Regt. of Rl. Surrey Mil.—Richard Weller Chadwick, gent. to be Ens. vice Saddler, dec.

WAR-OFFICE, MARCH 15.

TUESDAY, MARCH 16.

Memorandum.—His Majesty has been graciously pleased to approve of the 92d Ft. being permitted to bear on its colours and appointments, in addition to any other badges or devices which may have been heretofore granted to the regiment, the words "Corunna," "Fuentes d'Honor," "Vittoria," "Pyrennees," "Nive," and "Orthes," in commemoration of the distinguished services of the regiment in the actions fought at Corunna, on the 16th Jan. 1809; at Fuentes d'Honor, on the 5th May, 1811; at Vittoria, on the 21st June, 1813; in the Pyrennees, in the months of July and August, 1813; in the passage of the Nive, in the month of Dec. 1813; and at Orthes, on the 27th Feb. 1814.

His Majesty has also been graciously pleased to direct that, in commemoration of the gallant conduct evinced by the 92d Foot, in the attack of the forts and destruction of the bridge of Almaraz, on the 18th May, 1812, the Regiment shall be permitted to bear the word "Almaraz," on its co-

lours and appointments, the same mark of distinction having been already conferred on the 50th and 71st Regiments, which were engaged in that service.

2d Regt. Life Gds.—Capt. A. Pilkington, from h. p. unatt. to be Capt. vice J. W. Cuthbert, who exc. r. the diff.; Lieut. G. T. Bulkeley, to be Capt. by p. vice Pilkington, who ret.; Cor. and Sub-Lieut. J. Roche, to be Lieut. by p. vice Bulkeley; and P. Blackburn, gent. to be Cor. and Sub.-Lieut. by p. vice Roche.

Rl. Regt. Horse Gds.—Cor. George Augustus Frederick Viscount Fordwich, to be Lieut. by p. vice Lord Charles Wellesley, prom. To be Cors. by p.:—John M'Lean Mackenzie Grieves, gent. vice Gascoigne, who ret.; Hon. Horace Pitt, vice Viscount Fordwich. To be Adjutant:—Lieut. Thomas P. Cosby vice Shelley, who resigns the Adjutancy only.

4th Regt. Lt. Drs.—Cor. Edward Ellis, to be Lieut. by p. vice Ainslie, prom.

6th Regt. Drs.—Lieut. George Vandeleur, from h. p. to be Lieut. vice O'Neill Segrave, who exc. r. the diff.

Coldstream Regt. Foot Gds.—Ens. and Lieut. Lord Montague Wm. Graham, to be Lieut. and Capt. by p. vice Lord Graves who ret.

1st Regt. Foot.—Lieut. Arthur Johnstone Lawrence, from h. p. to be Lieut. vice Wm. Russell Burrow, who exc. r. the diff.

3d Ditto.—To be Lieuts.:—Ens. John Johnstone, without p. vice Samuel Robbins, who ret. upon h. p. as Ens. of the 18th Foot.; Ens. Donald Meent Cameron, by p. vice Kenyon, who ret. To be Ens.:—Ens. Walter Alex. Ward, from h. p. of 18th Foot, vice Johnstone; Grenville Lonsdale, gent. by p. vice Cameron.

5th Ditto.—Lieut. Richard Francis Poore, from h. p. to be Lieut. vice Thomas Le Marchant Saumarez, who exc. r. the diff.

13th Ditto.—Lieut. Robert Bolton, from h. p. to be Lieut. vice Moorhouse, app. to 56th Foot.

17th Ditto.—Lieut. William Robert Ball, from h. p. 71st Foot, to be Lieut. vice Allez, app. to 53d Foot.

20th Ditto.—Lieut. Charles Julius Berguer, from h. p. to be Lieut. vice Palmer, whose app. has not taken place.

29th Ditto.—Lieut. Charles Wedderburne Webster, from h. p. 31st Foot, to be Lieut. vice Peter Slingsby Fitz-Gerald, who exc.

33d Ditto.—Gen. Lord Charles Henry Somerset, from the 1st West India Regt. to be Col. vice Gen. Sir John Cope Sherbrooke, dec.

48th Ditto.—Brevet-Major James Agnew, from h. p. Malta Regt. to be Capt. vice Greville, who ret.

53d Ditto.—Lieut. John H. Allez, from 17th Foot, to be Lieut. vice Charles Binstead, who ret. upon h. p. 71st Foot.

56th Ditto.—Lieut. Henry Moorhouse, from 13th Foot, to be Lieut. vice John Hambly Humfrey, who ret. upon h. p.

75th Ditto.—Capt. Fred. Hammond to be Major, by p. vice Browne, prom.; Lieut. John Duncan King, to be Capt. by p. vice Hammond; Ens. Wm. Sutton, to be Lieut. by p. vice King; George Collier, gent. to be Ens. by p. vice Sutton.

83d Ditto.—Lieut. Rob. Colquhoun, to be Capt. by p. vice Mee, who ret.; Ens. George Blakeney, to be Lieut. by p. vice Colquhoun; Ens. James Pringle, from 92d Foot, to be Ens. vice Blakeney.

92d Ditto.—Richard Cross, gent. to be Ens. by p. vice Pringle, app. to 83d Foot.

95th Ditto.—Joshua John Whiting, gent. to be Ens. without p. vice Northey, dec.

Rifle Brigade.—Lieut. Arthur Johnstone Lawrence, from 1st Foot, to be Lieut. vice Robert Hedge Eyre White, who ret. upon h. p. 1st Foot.

1st West India Regt.—Major-Gen. Sir Peregrine Maitland, K.C.B. to be Col. vice Gen. Lord Charles Henry Somerset, app. to 33d Foot.; Capt. Wm. Wellesley Ashe, from h. p. 30th Foot, to be Capt. vice Wemyss, who ret.

Unattached.—Major Benj. Chapman Browne, from 75th Foot, to be Lieut.-Col. of Infantry, by p.; Lieut. Charles P. Ainslie, from 4th Light Drs. to be Capt. of Infantry, by p.; Lieut. George Weston, from 4th Light Drs. to Capt. of Infantry, by p.

Brevet.—Capt. John Gallwey, of the 6th Foot, to be Major in the army.

Memoranda.—Lieut.-Col. Henry Smart, of the Rl. Engineers, has been allowed to ret. from the service by the sale of an unatt. commission.

The Christian names of Ens. Gordon, of 79th Foot, are George James.

The Christian names of Ens. Fisher, of 72d Foot, are Arthur Sandilands.

The date of Major Edward French Boys's commission in the 45th Foot is to be Feb. 3, 1829, instead of Dec. 24, 1829.

FRIDAY, MARCH 19.

Cheshire Yeomanry Cavalry.—Addlington Troop of Lancers.—George Reade, gent. to be Cornet, vice Norbury, prom.

TUESDAY, MARCH 23.

Memorandum.—The h. p. of the undermentioned officers has been cancelled from the 23d inst. inclusive, upon their r. a commuted allowance for their commissions:—Ens. John Henniker, h. p. De Roll's Regt.; Ens. Arthur Stanley, h. p. 87th Foot; Hosp. Ass. Wm. Balmain, h. p.; Lieut. Godfrey Harcourt Shenley, h. p. unatt.; Lieut. Frederick Ross, h. p. Cavalry Staff Corps; 2d Lieut. Charles Frederick M'Mahon, h. p. Cape Regt.; Lieut. Robert Simpson, h. p. 25th Foot.; Ens. Edward Armstrong, h. p. 104th Foot; Lieut. Hugh Aldborough Bowen, h. p. 103d Foot; Lieut. John Trumoull Ray, h. p. 45th Foot; Lieut. John Bruce, h. p. Rifle Brigade; Ass.-Surg. Percy Fitzpatrick, h. p. 51st Foot; Staff-Surg. Gavin Hilson, has also been allowed to ret. from the service, r. a commuted allowance for his commission.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

At St. Christopher's, West Indies, the Lady of his Excellency, Colonel Charles William Maxwell, Governor of the Island, of a daughter.

At Cheltenham, the Lady of Lieutenant-Colonel Chichester W. Crookshanks, of a daughter.

Feb. 22d. At Lake House, Hants, the Lady of Captain F. I. G. Mathews, of the 21st, Royal North British Fusileers, of a son.

The Lady of Henry Hire, Esq. R. N. of a daughter.

Feb. 25th. The Lady of Lieutenant Finmore, R. N. of a son.

At Tormerton, the Lady of Commander Simpson, R. N. of a daughter.

March 4th. At Plymouth, the Lady of Captain Hobson, R. N. of a daughter.

March 4th. In London, the Lady of Captain J. W. Roberts, R. N. of a son.

March 4th. In Dublin, the Lady of Major John R. Kell, 37th Regiment of a son.

At the Phœnix Park, Dublin, the Lady of Lieutenant-Colonel Colby, Royal Engineers, of a son.

In London, the Lady of Captain Michael Seymour, R. N. of a daughter.

The Lady of Lieutenant Corneck, R. N. of a daughter.

At Southampton, the Lady of Captain Henry Pryce, R. N. of a daughter.

In Dublin, the Lady of Capt. Digby, R. N. of a daughter.

March 10th. At Leemount, near Cork, the Lady of Captain Thomas Otho Trowers, of a son.

At Plymouth, the Lady of Lieutenant A. Beverhoudt, 58th Regiment, of a daughter.

March 18th. At Braddon's Hill, Torquay, the Lady of Major Gammell, of a daughter.

March 20th. At Mount Elford, Devon, the Lady of Capt. Curtis, R. N. of a son.

At Brighton, the Lady of Lieutenant-Colonel Sir William De Bathe, Bart. of a daughter.

MARRIED.

At Cheltenham, Lieutenant R. A. Bradshaw, R. N. to Decima, youngest daughter of the late Rev. Dr. Tomkyns, of Buckenhill Park, Herefordshire.

At Antony, Lieutenant R. L. Stephens, R. N. to Miss Ede, of Millbrook.

Feb. 23rd. Lieutenant Critchell, R. N. to Fanny, youngest daughter of the late T. Croft, Esq.

Feb. 25th. Lieutenant Benjamin P. Sadler, R. N. to Catherine Barnard, youngest daughter of the late W. Skinner, Esq.

In London, Captain the Honourable F. Spencer, R. N. to Miss Poyntz, second daughter of W. S. Poyntz, Esq. of Cow Park, Sussex.

At Walmer, Lieutenant W. W. P. Johnson, R. N. to Eliza, eldest daughter of Rear-Admiral Thomas Harvey, C. B.

Feb. 28th. At Plymouth, Mr. W. C. Middlemest, Master of H. M. S. Undaunted, to Miss Cannon, eldest daughter of Mr. Cannon, Master R. N. at Cowes.

March 9th. In London, Assistant-Surgeon John Bowling, 3rd Guards, to Annie, eldest daughter of Major Elrington, resident Governor of the Tower.

On the 13th instant, at St. Margaret's Westminster, Mr. Henry Voisey Murch, of Belmont Terrace, Vauxhall, to Caroline, daughter of Major B. D. Hooke, late of the Royal Artillery.

DEATHS.

Gen. Calcraft, of Coldstream Guards.

Dec. 3d, 1829. Colonel Cook, h. p. I. F. O. of a Rec. Dist. Rouen.

CAPTAINS.

Otway, 46th Foot.

Nov. 17th. At New York, Bibby, h. p. 7th Foot.

Nov. 24th. At Berne, Kirchberger, h. p. Watteville's Regiment.

Dec. 25th. At Healing, Lincolnshire, Farr, h. p. 28th Foot.

Jan. 29th, 1830. At Newry, Thomson, h. p. 32d Foot.

Jan. 31st. At Bath, Craig, h. p. York Rangers.

LIEUTENANTS.

Dec. 17th, 1829. At Trinidad, Thoreau, 1st West India Regiment.

Jan. 8th, 1830. At Guernsey, Hinckes, late 7th Royal Veteran Battalion.

Jan. 19th. At Edinburgh, M'Lennan, late 6th Royal Veteran Battalion.

Jan. 22d. King, late 2d Royal Veteran Battalion.

Feb. 6th. At Fort Clarence, Chatham, Sherlock, h. p. 20th Foot.

ENSIGNS.

Payne, 32d Foot.

Dec. 20th, 1829. At Malta, Northey, h. p. 95th Foot.

Jan. 27th, 1830. Gordon, late 10th Royal Veteran Battalion.

PAYMASTERS.

Nov. 29th, 1829. At Quebec, Stott, late 4th Veteran Battalion.

Dec. 1st. At Boulogne, Crossgrove, h. p. 76th Foot.

Feb. 20th, 1830. At Fort Clarence, Chatham, Mackenzie, h. p. 4th Veteran Battalion.

Oct. 31st, 1829. Adjutant F. Campbell, Argyll and Bute Militia.

QUARTER-MASTERS.

Jan. 5th, 1830. At Nanaghmore, Ireland, O'Neill, h. p. 107th Foot.

Jan. 31st. Henery, h. p. 6th Dragoon Guards.

ASSISTANT-SURGEONS.

Sept. 22d, 1829. At sea, Campbell, 6th Foot.

Oct. 12th. At Hanover, Schmersahl, h. p. Artillery German Legion.

Nov. 3d. At sea, on board the Athalia, Casement, 31st Foot.

Jan. 13th, 1830. Blackadder, h. p. Staff.

Jan. 20th. At Jersey, Hospital-Assistant De Heaume, h. p. Staff.

Sept. 8th, 1829. At Hingolie, aged 16, in consequence of a fall from his horse, Lieut. James

Williamson, of his Highness the Nizam's 3d regiment of infantry, and youngest son of Lieut.-Colonel Williamson, Commandant of the Royal Military Asylum at Chelsea.

Sept. 23d. At Camp-jalnah, Hyderabad, Cornet Dodson Gronbe, of the 8th Royal Native Cavalry, second son of Capt. Gronbe, R.N.

In Jan. At Sierra Leone, Commander Boteler, of H. M. Ship Hecla, employed on the surveying expedition on the coast of Africa. This melancholy event had been preceded by that of all his officers. Lieutenants Tambs and Wilson, with the master, surgeon, purser, and all the midshipmen, had fallen victims to the effects of the climate. Capt. Boteler was one of the few surviving officers who accompanied Capt. Owen on his survey of the eastern coasts of Africa and Madagascar, and for his services in which he was promoted to the rank of commander.

Feb. 10th, 1830. On his passage to England from Sierra Leone, Ensign William Robeson, of the Royal African Corps, aged 23 years.

At Kingston Cross, Lieut. T. G. Twigg, 80th Foot.

Lieut. Edward Bassan, R.M. (1811).

Feb. 24th. At Tours, aged 42 years, Henry Fitzgerald, Esq. late Lieutenant-Colonel of the 60th Rifles.

March 1st. At Woolwich, Capt. C. H. Ballingall, R.M. from the effects of severe wounds received in the service.

March 4th. At Stourton Caundle, Dorset, Capt. John Serrell, R.N.

At Dartmouth, Mr. Thomas Stapledon, Master R.N. aged 61.

March 8th. At Cork, Capt. Thomas Gregory, late of the 5th Garrison Battalion. He was engaged in active duty for a number of years, and served under Sir Ralph Abercrombie in Egypt, in the 18th, or Royal Irish, in which regiment he remained forty years, and was presented by his brother officers, on his retiring, with a very valuable piece of plate, in token of their regard and respect for him as a gentleman, and approbation of his conduct as an officer. He had risen from the ranks.

At Dingle, Lieut. Madson, R.N. Chief Officer of the Coast Guard on that station.

At Kenton Lodge, Devon, Lieutenant-General C. R. Cookson, Royal Artillery.

March 14th. At his house at East Moulsey, Admiral Sir Edmund Nagle, K.C.B. Equerry to his Majesty, in his 73d year. He was made Captain in 1783, Rear-Admiral in 1805, Vice-Admiral in 1810, and Admiral of the Blue in 1819. The last command he held was at Leith, about 1807. Sir Edmund was distinguished for his brave and zealous conduct when in the command of the Artois, and received the honour of Knighthood for the capture of a French frigate of very superior force, we believe the Revolutionaire. Sir Edmund had long enjoyed the favour of his Sovereign, and was remarkable for his abundant good-humour and kindness to every one. He was made K.C.B. January, 1815.

We are concerned to state that a confirmation of the report respecting the assassination of Lieutenant Farewell and his small party in the interior of Africa has lately reached his afflicted family at Bath. This enterprising officer, thus cut off in his 37th year, was the son of the late Rev. Samuel Farewell, of Holbrook, Somerset. He entered the navy early in life, and served on board the Bacchante and Amphion frigates, during the period they were respectively commanded by the late Sir William Hoste, and personally shared in all the gallant achievements of that distinguished officer in the Mediterranean, where his active zeal and cool intrepidity obtained for him the high esteem and confidence of his Commander, who selected him for various duties superior to the claims of his nominal rank, and in the execution of which he received several wounds. Lieutenant Farewell had been arranging, with a view to publication, such geographical and statistical notices on the Zoolah country, which a four years' residence there had enabled him to make; and which, doubtless, would have conveyed some interesting information respecting a part of the world hitherto so little explored. He has left a widow and infant son.

Lieutenant-General Sir John Coope Sherbrooke, G.C.B. whose death at Calverton was noticed in our last Number, rose to the rank of Captain in the army in 1783; in 1794, he was a Lieutenant-Colonel; in 1798, Colonel; in 1805, Major-General; and in 1811, Lieutenant-General. He served in the East Indies, and was present in the actions of Malavelly, the capture of Seringapatam, &c. In 1809 he was appointed to the staff of the army in the Peninsula, and was second in command at the battle of Talavera. His conduct on that occasion was noticed in the following manner in the General Orders of the Adjutant-General at home, dated 28th August, 1809, "The conduct of Lieutenant-General Sherbrooke, second in command, has entitled him to the King's marked approbation. His Majesty has observed with satisfaction the manner in which he led on the troops to the charge with the bayonet, a species of combat which, on all occasions, so well accords with the dauntless character of British soldiers." Shortly after the battle of Talavera, he was appointed Lieutenant-Governor of Nova Scotia, where he continued till August, 1813, on his departure from which place he received a most flattering address from the citizens of Montreal.

The late Admiral Sir Eliab Harvey, whose death we recorded in our last Number, entered the service in 1771, was made Lieutenant in 1778, and a Post Captain in 1783; was always actively employed, and in the Trafalgar action commanded the Temeraire, 98, and was particularly mentioned by Lord Collingwood in his official account of that action. Immediately subsequent to this memorable conflict, he was promoted to his Flag, which he hoisted in the Channel Fleet. In 1809 he was brought to a court-martial, for an expression he used against his commanding officer, Lord Gambier, on the occasion of his Lordship refusing to bestow on him the command in the attempt to destroy the French fleet at Rochefort, a service entrusted to Lord Cochrane, who had been sent from England for that purpose. For this contempt he was dismissed the service. His Majesty shortly afterwards, in consideration of the services of the gallant Admiral, and considering that the expressions emanated from excess of momentary irritation, was pleased to restore him to his rank in the navy. Sir Eliab was not afterwards employed.

METEOROLOGICAL REGISTER,

KEPT AT THE OBSERVATORY OF CAPT. W. H. SMYTH, AT BEDFORD.

FEB. 1830.	Six's Thermometer.		At 3 P. M.			Pluviameter Inches.	Evaporator Inches.	Winds at 3 P.M.
	Maxim. Degrees.	Minim. Degrees.	Barom. Inches.	Thermo. Degrees.	Hygrom. Parts.			
☽ 1	32·2	26·7	29·97	30·8	825	frozen	frozen	N. wind, a gale with sunsh.
♂ 2	31·3	25·8	29·92	28·4	850	....	....	N.W. to N.E. variable, snow.
☿ 3	30·3	29·4	29·82	28·9	861	....	....	N. fresh breezes, sun-beams.
♃ 4	28·9	23·2	29·88	28·0	863	....	....	N. by E. light airs, fine.
♀ 5	29·7	26·4	29·76	29·9	855	....	....	N.N.E. light airs, snow.
♄ 6	29·7	23·0	29·79	27·9	869	....	....	N.E. variable airs, sleet.
☉ 7	39·8	27·9	29·70	39·8	670	....	....	S. fresh breeze, sudden thaw.
☽ 8	46·3	27·6	29·58	44·2	536	·420	·030	S. to W. stiff breeze, showers.
♂ 9	45·0	39·1	29·52	40·2	774	·630	·050	S.W. fresh breeze, showers.
☿ 10	40·3	36·0	29·98	39·2	760	·022	·080	W.S.W. light breeze, fine day.
♃ 11	40·0	34·2	30·16	37·1	788	....	·040	S.W. light variable winds.
♀ 12	41·0	36·1	30·11	41·0	702	·026	·020	S. by E. variable and squally.
♄ 13	41·4	37·0	30·13	39·5	754	....	·060	S. by W. fresh breeze, cloudy.
☉ 14	41·5	36·7	30·11	41·5	670	....	·020	S.S.W. light breeze, cloudy.
☽ 15	42·5	35·0	30·34	36·2	776	....	frozen	N.E. fresh breeze, foggy.
♂ 16	36·2	33·8	29·27	35·0	798	frozen	....	S.W. light breezes, cloudy.
☿ 17	35·2	32·3	29·87	34·4	818	....	....	N.W. light breeze, cloudy.
♃ 18	36·9	32·9	29·76	36·9	688	·020	·020	W.N.W. to W.S.W. variable.
♀ 19	37·0	32·9	29·80	36·6	727	....	·080	W. to N.W. variable, clouds.
♄ 20	37·8	31·7	29·84	37·8	584	frozen	frozen	S.W. by W. light breeze, fine.
☉ 21	38·0	32·6	29·52	34·4	788	....	....	W.N.W. fresh breeze, rain.
☽ 22	39·6	33·5	29·64	39·6	792	·020	....	N. light breeze, fine, snow.
♂ 23	43·0	36·2	29·84	43·0	983	·400	·030	N.N.E. light airs, foggy.
☿ 24	50·6	42·5	30·03	50·3	964	·026	·020	W. to N.W. fresh breeze.
♃ 25	56·2	47·3	30·13	56·2	600	....	·100	S.W. fresh breeze, some sun.
♀ 26	56·3	50·1	30·03	51·8	755	·023	·150	S. to W. variable and squally.
♄ 27	53·1	49·0	30·03	53·1	678	....	·100	S.W. stiff breeze, cloudy.
☉ 28	53·8	49·0	30·10	51·6	735	....	·100	S.W. light airs, foggy.

MEMORANDA RELATIVE TO THE LINES THROWN UP TO COVER LISBON IN 1810.*

Both the subject of this little work, and the name of its distinguished author, will at once command the attention of our readers; and as the volume itself is not accessible to the public, we feel assured that some analysis of its contents will be gladly received. The famous Lines of Torres Vedras are not only in their kind the proudest monument of British military science, but present the most stupendous example of a mountain-chain of intrenchments which any age of the world has yet seen. The results produced by those works are still more memorable than the mere triumph of art which was achieved in their execution; and history will perpetuate the moral effects of their structure, in the final emancipation of Europe from the yoke of Napoleon: for it is scarcely too much to affirm, that the successful defence of the last nook of Portugal behind the Lines of Torres Vedras, was the great crisis of the Continental struggle; and that the recoil of Massena's army formed that point of reaction in the career of French conquest, from which all the subsequent reverses of Napoleon may be dated. That failure of an enterprise, which he had so carefully prepared, and so boastfully announced, first shook the belief of Europe in the invincibility of his arms; it taught Russia in what spirit of constancy his gigantic power might be resisted, and it awakened the subjugated nations of Germany to the earliest hope of deliverance.

On the enduring interest which must attach to every circumstance regarding these celebrated Lines, or the value of all the details of their construction, as forming a complete study of practical science, it would be idle to dwell; nor will the general qualifications of Colonel Jones for duly illustrating their features be doubted for an instant by any person who has perused his admirable Journal of the Peninsular Sieges. But he has left his peculiar fitness for the task which he has undertaken to be here first gathered from the official correspondence in the appendix; for the fact now appears, to which he had altogether abstained from alluding in his former volume, that, from an early period in the construction of the lines, the whole executive direction of the works was committed to his charge by Colonel Fletcher, the chief engineer, whose plans had so ably fulfilled the great conceptions of the presiding genius of the war. A great part, therefore, of Colonel Jones's description of the lines is, in fact, necessarily a personal narrative of labours under his own superintendence; and the confidence reposed in his judgment by Colonel Fletcher,—while himself at a distance with the army on the frontier of Portugal,—is strikingly observable in a variety of circumstances. Among these, we cannot omit to notice one remarkable instance, because the gallant author has himself modestly avoided to draw the attention of his readers to its consequences. It appears that, late in the progress of the works, Colonel Jones discovered reason to apprehend that the intrenchments at Alhandra, on the Tagus, which formed the right of the advanced line, might be turned

* Memoranda relative to the Lines thrown up to cover Lisbon in 1810. By Colonel John T. Jones, R.E. 8vo. 188 pp. (Printed for private circulation.)

by the valley of Calhandriz; and he accordingly, on his own urgent suggestions, was authorized to close the passage through that valley by a chain of retired redoubts and abattis. But he refrains from any comment on a result most creditable to his foresight: that, at this very point, the entrance into the valley of Calhandriz occupied the attention of Marshal Massena with a numerous staff, in the longest, the closest, and the last reconnoissance which he made of any portion of the lines; when the discovery of the manner in which this, like every other part of the position, was supported, finally sufficed to convince that able commander of the hopelessness of any assault.

In proceeding to transfer to our pages as much of the valuable information in Colonel Jones's Memoranda as our limits will admit, we have in the outset to express our regret, that we cannot afford our readers, at the same time, the benefit of inspecting the lucid plan of the ground and works which accompanies the volume; for, without this aid, it is impossible to enter, with any hope of being clearly understood, into many of those details which would be most interesting and instructive to the professional student; and confining ourselves to general descriptions, we must be contented to avoid references to localities on any scale more minute than may be comprehended with the assistance of Arrowsmith's common maps.

Colonel Jones's first chapter contains the history and general description of the construction of the lines. The determination to commence these works he dates from the battle of Talavera, when

"The offensive movements which led to that action having put to the test the value of Spanish co-operation, and having fully demonstrated the utter inefficiency of their armies, from want of organization, want of discipline and skilful officers, it became apparent to the Duke of Wellington that the contest would, in the next campaign, devolve on the small body of veteran British and newly-raised Portuguese troops under his command, and a defensive system of warfare ensue. To prepare for a final struggle was thenceforward the great object of consideration; and as the hope of successfully defending an extended and open frontier, like that of Portugal, against a very superior and highly skilful enemy, could scarcely be entertained, it was decided to seek out some position in the lower part of Estremadura, not liable to be turned or passed, and having an assured communication with the sea, which should command all the approaches to Lisbon, and which position, being retrenched in the strongest manner, would offer a point of concentration for the whole of the defensive forces of Portugal, army, militia, irregulars, &c. where they might, in conjunction with the British, be victualled and supplied with ammunition for any period of time, whilst occupying a most favourable field for deciding the fate of the capital and the kingdom in a general action.

"With these views, whilst the army was cantoned on the Guadiana, Lord Wellington, in the month of October 1809, attended by his Quarter-Master-General, Colonel Murray, and his chief engineer, Lieut.-Colonel Fletcher, made a personal reconnoissance of the country in front of Lisbon, and judging the scheme practicable by means of a chain of fortified posts to extend across the Peninsula, directed the officers of engineers to examine and minutely delineate the various strong features of ground between the sea and the Tagus, on a breadth of several miles, in order to enable him to decide on the most eligible line of defence whenever he should deem the moment arrived for commencing the work."

Meanwhile, the defences of Fort St. Julian, at the mouth of the Tagus, were to be extended to cover and ensure a communication with

the fleet; and some advanced posts at Torres Vedras, and other obviously commanding points, were to be retrenched, to support the manœuvres of the army while retiring on the meditated line or place of embarkation. These labours proceeded uninterruptedly until the commencement of February 1810; when

"The preparations of the French for the conquest of Portugal having assumed a decided character, Lord Wellington, during the march of the army from the Guadiana to the Coa, revisited Lisbon, to give final orders respecting the works to be erected for its protection. A few days were sufficient to ride over and decide on the range of hills convertible to his views; and having fixed the principal points and grand outline of his defensive system, he rejoined his army on the frontier, leaving the plan, trace, and execution of the works to Lieut.-Colonel Fletcher, whose sound military knowledge and indefatigable zeal were pledges for the details being worthy of the design."

From this point, without following the gallant author through his history of the gradual progress of the works, and the successive changes and additions which were dictated by circumstances, we must proceed at once to the epoch of their completion, and endeavour to give a general view of the great features which they finally presented. The natural line of defence on which the principal works were traced, is, it is needless to premise, the neck of that peninsula, bounded by the right bank of the Tagus and the sea, at the extremity of which Lisbon is situated. The works across the whole breadth of this front had assumed in the sequel the form of a complete double and nearly parallel chain of redoubts and other intrenchments. The outer, or advanced line, extended from the mouth of the small river Zizandra, on the ocean, through the mountain points of Torres Vedras and Monté Agraça, the keys of the position, to Alhandra on the Tagus; and following the trace of its defensive features, this outer line measured twenty-nine miles. In rear of this, the second, or principal line of defence across the Peninsula, had its left on the sea at the mouth of the little river St. Lorenzo, (in front of Ericeira,) and its right on the Tagus at Via Longa: occupying, on its trace, the strong mountain passes of Mafra, Montachique, and Bucellas, through which run three of the four great roads to Lisbon, while the fourth skirts the river. This principal line, in its sinuosities, measured twenty-four miles: the direct breadth of the neck of the Peninsula between the flanks of the two lines being, however, twenty-five and twenty-two miles respectively.

Suspending, for a moment, farther mention of the works on these principal lines, we turn to notice the subsidiary defences which formed a part of the same grand plan. These were:—

1st. The object of primary interest and attention; a secure point for re-embarking the army in case of disaster. And here we gladly avail ourselves of the power of using Colonel Jones's own language in his brief and lucid description of this part of the works:

"From the rocky nature of the coast of Portugal, there are very few spots favourable for maritime communication; and in the space to be covered by the projected lines, only one suitable point could be found, being a small bay, not two hundred yards in length, and very partially sheltered from the ocean by Fort St. Julian, at the mouth of the Tagus; and even at that spot, at intervals,

such a sea rolls in for days together that no boat can with safety approach the shore.*

"The works to cover an embarkation were therefore to be traced of a threefold nature: first, to form a position of such extent that the whole army might sustain itself and protect its artillery and stores, during any period of bad weather which might retard the commencement of the embarkation; secondly, with an enclosed work within the principal trace, of such size and strength as might admit of diminished numbers defending themselves, should a gale of wind come on after one portion of the troops had been embarked, or should the army have met with such severe loss on its retreat, previously to reaching the point of embarkation, as to preclude the possibility of occupying the outer line; and lastly, with a small post on the shore sufficiently strong to protect the rear-guard, and ensure its safe embarkation.

"The first object was obtained by means of a line of detached redoubts and intermediate defences appuying its right on the Tagus, near Fort das Maias, and its left on the ocean behind the canal at the little fort or tower of Junquiera. The works of this exterior line commanded the town of Oeyras, and included within their trace, the contour of which measured 3000 yards, the whole promontory, at the extremity of which stands Fort St. Julian. The second was effected by the construction of a large irregular enclosed work, occupying the summit of the height immediately in front of Fort St. Julian. The last object was found in Fort St. Julian itself, which, from its extravagantly high scarps and deep ditches, can never be successfully assaulted against the slightest opposition.

"As a secondary point of embarkation, and looking to the probability of a series of operations terminating on the left of the Tagus, a line of works was to be thrown up at Setuval, to cover the right bank of that harbour, and keep open its communication with the sea. These works were to be formed partly of a connected trace and partly of detached redoubts, their right being closely supported by Fort St. Phillippe, and their left resting on a scarped cliff. The front of defence rather exceeded 1500 yards, and, besides occupying the ground most favourable for the erection of batteries to annoy the transports, formed, with Fort St. Phillippe, a strong post, in which a division might maintain itself during the embarkation of the main body of the army, and ultimately effect its retreat by the sacrifice of a small rear-guard in the Fort."

2dly. Lisbon itself, the prize to be disputed, was secured against immediate danger in case the lines should be forced. That capital

"Being of great size and advantageously placed for defence and subsistence on the right bank of the Tagus, its buildings being of such an incombustible nature as to render bombardment almost harmless, and the suburbs being rendered peculiarly susceptible of an irregular defence, by their narrow and sunken approaches, and the stone houses with iron-grated windows which flank them; it was not deemed necessary to fortify the enceinte, but the Portuguese were encouraged to erect barriers and traverses at the several entries, to create interior posts, and to mount guns on the castle, the Peña convent, and other domineering and strong points."

By these means the city was placed altogether beyond a *coup-de-*

* "Even in the advanced season, between the end of April and middle of June, 1810, at the large fishing-town of Ericeira, such a surf prevailed that the boats could not be launched for a single morning.

"In 1811, four jetties, to cover the place of embarkation at St. Julian, were constructed by Capt. Holloway, at an expense of £15,000, which, notwithstanding every local and nautical opinion being unfavourable to their stability, resisted the most furious gales of wind throughout the war, and rendered an embarkation practicable in all seasons and weather."

main, when occupied by such forces as it was intended at the moment of danger to throw into it.

3dly. The two places of Peniche on the sea, and Abrantes on the Tagus, which the enemy in an advance against the lines would be compelled to leave in his rear, were carefully occupied. But here again Colonel Jones's description will speak for itself.

"In aid of a protracted defence of the peninsula of Lisbon, Abrantes had been enclosed with works, and the fortifications of Peniche had been repaired and augmented. The good effect of these measures now became apparent; as frequent sorties from Peniche kept the cantonments of the invaders in a state of watchfulness and alarm; whilst Abrantes blocked to the French, and kept open to the allies, the best communication across the Tagus.

"Peniche was in all respects a fortress; but there being no possibility of transporting heavy artillery across the Serra de Estrella for the attack of Abrantes, its defences were limited to a resistance against a *coup-de-main*, or an attack with twelve-pounders.*

"The garrison of Abrantes was composed altogether of troops in the service of Portugal, commanded by a Portuguese governor. The only British in the place were the engineers, the senior of whom, Capt. Patton, (the officer who had constructed the defences,) being a man of peculiar gallantry and firmness, was, by order of Lord Wellington, made one of a council of defence, and any proposition for surrender was forbidden to be tendered or received without his name being signed in approval of the measure.

"Marshal Massena early saw the importance of Abrantes, to secure a communication with, and enable him to draw supplies from, the Alemtejo; and previously to retiring from before the lines, caused the works to be closely reconnoitred, when they were deemed too strong to be attempted by a *coup-de-main*."

4thly, and lastly. The country opposite to Lisbon on the opposite bank of the river was secured.

"In the beginning of December, some movements of the French troops in the south of Spain leading to the belief of a diversion being intended in the Alemtejo, in aid of renewed operation against the lines, the promontory of Almada, on the left of the Tagus, opposite to Lisbon, which commands the navigation of the river, and from whence shells will range over a great portion of the city,† was retrenched, under the superintendence of Capt. Goldfinch.

"The left of the position rested on the broad basin of the Tagus, on the heights immediately above Mutella; its centre was on Monte de Caparica, Lugar de Monte, and its right on the rocky cliff called the Altos da Raposeira, rising above the sea, the whole extent of its front being about 8000 yards. A chain of redoubts, seventeen in number, flanking each other, and having flèches in their front, more completely to see into the ravines, were established on the most prominent knolls of this line, their defence being united with, and supported by, several country houses in their rear, which being built of stone with stone enclosures, might at any moment be rendered formidable posts. A sunken road, which extended nearly throughout the position, in rear of the redoubts, formed a secure communication between them, and was ingeniously made by the executive officer to add to their defence, by cutting a banquette, and dressing off the slope in its front so as to form it into a regular covered-way, with places of arms at points which gave the best flanks, and could best be supported from the stone buildings.‡

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* "The armament of the place was limited to the calibre of a 12-pounder, to prevent the invaders forming a battering train in the event of their capturing it."

† The Tagus, opposite the Castle of Almada, is only 2200 yards in width.

‡ "After a certain portion of this road had been formed, the completion of the

"The dilapidated castle of Almada was repaired and armed for defence, so as to form a species of interior citadel, which should preserve the communication with Lisbon till the latest moment; and as a means of ready communication between the fleet and the several parts of the position, roads were carried up various parts of the cliff forming its gorge.

"It being proposed to entrust the defence of this position to the seamen and marines of the fleet, with the militia and civic corps of Lisbon, the redoubts were made of unusual magnitude, many being capable of containing four, five, or six hundred men, and from six to ten pieces of artillery; the calculated garrisons for the whole when completed being 7500 men and eighty-six pieces of ordnance. Any attack of Almada at this time could only have been a secondary operation; for, even if successful, the Tagus would still have interposed an impassable obstacle between the victors and Lisbon, and their retention of the promontory must have been altogether contingent on success in front. Therefore any mode of occupation of Almada, which should have prejudiced the defence of the lines, could scarcely have been justified; but it was an object of the greatest value thus, by means of strong works, and a force which could not otherwise have been rendered serviceable, to have done away the possibility of a small corps annoying the fleet, creating alarm and confusion in the capital, and perhaps spreading a panic throughout the country in rear of the army at the moment of the lines being attacked."

Here, dismissing farther mention of the accessory works, we resume at more detail the consideration of the two great lines of defence between the right bank of the Tagus and the sea. Of both these, Nature—to borrow Colonel Jones's expressive language on a former occasion—had drawn the rude outline, and Art rendered it perfect. We shall begin with the second, which, as already said, was the principal line; its most important points being the three passes and roads of Mafra, Montachique, and Bucellas. Commencing the trace from the sea at Ribamar, to the pass of Mafra,

"A deep, rugged, and in many parts, impracticable ravine leaves, along a distance of seven miles, scarcely a favourable point for a battalion to advance in column. This flank, therefore, presenting no inducement whatever to an invader to select it for his principal line of operations, the destruction of the peasants' tracks, and the establishment of artillery in secure enclosed works, these redoubts being seven in number, on the projecting points, to flank the most accessible part of the ascent, was sufficient to enable a small corps of observation to maintain this end of the line until reinforced."

The next portion, from the pass of Mafra inclusive to that of Montachique, was more jealously fortified:

"For, though the main ascent at Mafra, viewed as an isolated feature, possesses great strength, there is much ground on its right enclosed with a wall as a royal park (tapada), the features of which are but very moderately bold; and moreover two roads run nearly parallel to the northern and southern boundaries of the tapada, which offer great facilities to an enemy to manœuvre and carry the pass by a flank attack. The main ascent being rendered secure by means of redoubts and emplacements for artillery, so disposed as to enfilade the road and concentrate their fire upon points of it where deep and broad cuts, and other artificial obstructions, were marked out to be formed at the required moment, the principal labour was directed to secure the flanks of the pass.

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remainder was suspended, in consequence of the inconvenience it occasioned to the occupiers of private dwellings, and the knowledge that the road could, by due attention, be finished, whenever required, in less time than an invader could collect a force and march through the Alemtejo."

The wall of the tapada, or royal park, had a banquette added to its interior, and efficient flanks were created along its front, either raised for field-pieces or loop-holed for musketry;"

And an irregular chain of twelve redoubts was formed on the most commanding points, to sweep the ravines, and overlook and interdict the approaches, both of the main pass and its collateral branches. A retired post, consisting of three redoubts, prevented the strong corps allotted for the defence of Mafra from being turned with artillery on their left, in case any portion of the ravine from Ribamar should be forced, and formed a support to the whole of that front; while the town of Mafra itself was also formed into a defensive post, well secured on its left flank. In like manner, not to multiply details, the mountain-ridge from Mafra to Montachique was guarded by a chain of twelve redoubts, placed on the most salient points, overlooking the difficult country in their front, covering the lateral road between the passes, and forming, in fact, the outposts of a line of formidable heights in rear of that road, which were considered to present a most favourable field of defensive action. The difficult pass of Montachique itself was closed, and the high road through it enfiladed by a succession of twelve strong redoubts mounted with twenty-five pieces of artillery.

From Montachique to Bucellas, the heights being of a nature generally to preclude the necessity of works, a few entrenchments sufficed to block up a road over that ridge.

"The pass of Bucellas itself is of the strongest description, the road running between two high and steep mountains, through an opening of only a few hundred yards; the defence of the pass consequently hinged on the troops maintaining possession of the flanks of the mountains, and all an engineer could do, was to establish secure emplacements for artillery to enfilade the pass, to mine the bridge at its entrance for destruction, and create other obstructions on the road to detain the advancing columns under their fire."

But between the pass of Bucellas and the Tagus, full scope was given, and occasion demanded, for the exercise of the engineer's science. For the first two miles, indeed, the Serra de Serves, a high and extremely difficult ridge, with scarcely any break, still extends; but at its bluff termination, the ground gradually falls to the river. This interval (of two miles and a half) between the right flank of the mountain and the Tagus, was most laboriously fortified; advantage was taken of every feature of the ground to give it strength; and, in front of the village of Via Longa, works were multiplied along its centre. In addition to redoubts and emplacements for artillery, walls were here banquetted for musketry, abattis were felled, and broad and deep cuts were made through the salt-pans on the Tagus, in a direction to be enfiladed by the fire of gun-boats on the river. But, notwithstanding, after every resource of art had been exhausted, this part of the line before Via Longa remained confessedly far the weakest; and therefore much dependence was necessarily placed on the aid which it would receive from a peculiar chain of strong heights, presenting almost an isolated feature, about five miles in its front at Alhandra. As this last chain, indeed, formed also the right flank of the first or advanced line, the two grand lines may be said at this point to have been blended into each other. And it was here that,—to close the passage of the valley of Calhandriz, and prevent the posts at Alhandra from being

turned, if the rest of the advanced line to its left should be forced,—a transverse chain of redoubts was constructed by Colonel Jones's suggestion between the two lines, to securely connect the advanced right of Alhandra, with the bluff extremity of the Serra de Serves in the second; while the whole of the breadth of the valley was blocked up by a strong abattis and well-flanked retrenchments, and the face of the Serra itself, all the way from Bucellas, was artificially scarped.

Such, then, was the truly formidable aspect of the second or principal line, extending, as already said, across a direct distance of twenty-two miles, and connected and strengthened by sixty-nine redoubts, which mounted 232 pieces of cannon (12 and 9-pounders), and required 17,500 men for their garrisons.

The first, or advanced line, presented a character of less systematic arrangement, which was imposed upon it by the different circumstances of its original objects. For, as its principal natural features of Torres Vedras, Monte Agraça, and Alhandra, had not been at first occupied with the same view of being thrown into a continuous chain as the works of the principal line, there appears to have been more irregularity of design, and less harmony of completeness in its parts. When the mountain summits and dependent features of ground at Torres Vedras and Agraça were first fortified, those two places were intended merely as strong isolated posts, of the nature of petty or field fortresses, to block up the principal approaches into Lower Estremadura, and cover the manœuvres of the army, while retiring on the meditated positions in rear, or indeed, on the place of embarkation; and even after the works of the principal line were in progress, these two were intended only to serve "as valuable outposts to the defensive line, at the distance of from six to nine miles in its front." The works at Torres Vedras, therefore, consisted of a large fort, with two dependent redoubts, mounting forty pieces of cannon, requiring a garrison of 2200 men, and crowning the principal summits, the castle in the town, and the convent of St. Joa above it, being also converted into strong posts for artillery with 700 men; and it is worth noticing, after Colonel Jones, that it was only the accidental circumstance of these works being undertaken three months before any part of the main line, added to the previous celebrity of the pass, that caused their name to be popularly given to the whole system of defence of which they formed but the most advanced portion. Like that of Torres Vedras, the summit of Monte Agraça was occupied by a principal fort for 1000 men and 25 pieces of ordnance, with three dependent redoubts, requiring in all garrisons of about the same number, and mounting 19 guns.

It was, then, on these two isolated outworks of Torres Vedras and Monte Agraça, and the advanced post covering the right flank of the main defences at Alhandra, that as the design of a protracted resistance became matured, the whole of the advanced or first line was gradually formed. On the left, from Torres Vedras to the sea, where the country along the course of the little river Zizandra was open, and offered an inviting facility to the enemy to turn that flank of the pass, three redoubts only had been thrown up to watch the left bank of the stream. Here,

"Following up the course of the Zizandra (which in summer is an insignificant stream) to Torres Vedras, additional redoubts were now thrown up to form

a chain along the left bank of the river, and obstructions were created at points under their fire to the flow of the current; so that when the autumnal rains commenced, which happened the day that the advance of the army entered the lines, the river overflowed its banks, and in a short time more than half the valley became so complete a bog, that no reward could induce any of the peasantry to attempt to pass over it; and that position of the front which in summer had been weakest, became, during the winter, in some degree secure from attack."

To prevent the necessity of reverting to this part of the works again, it may here be noticed that, after the occupation of the lines, as the spring advanced, fourteen additional redoubts,

"Mounted with 56 pieces of ordnance, were completed behind the Zizandra, and the left bank of that river was scarped to compensate the fall of the water, and preserve the equilibrium of defence."

At the other extremity of the advanced line, the interval from the Tagus across a marsh to the summit of the heights of Alhandra, was converted into a strong continuous line of retrenchment, so as to admit of the ground in its front being generally and closely flanked by retired batteries, which were excavated in the flank of the mountain.

"These batteries were of a very powerful nature, and being completely covered from all ground in their front, could not be cannonaded or even seen by an enemy, until almost on the glacis of the defences across the low ground, and consequently rendered any effort to force that line utterly hopeless.

"From the right of the mountain of Alhandra, two miles of front were, as a field position, rendered strong to an excess; for along the face of the mountain, near its summit, a scarp, almost perpendicular, from fifteen to eighteen feet in depth, was cut or blasted; every part of which was closely flanked by a covered musketry fire, and generally flanked by artillery, secured in inclosed works constructed on the salient points of the heights—all these flanking works being seen, and plunged into by larger and stronger redoubts, situated on commanding interior peaks of the mountain."

Finally, from the left extremity of the works on the Alhandra heights, the hills through the Arruda pass to Monte Agraça, being naturally bold and precipitous, and admitting by their configuration of an easy defence with limited numbers, the establishment of a few redoubts, the destruction of roads, and the blocking up of the ravines in the gorges, sufficed to give great strength to all the intermediate space between Alhandra and Monte Agraça. Thus the defences of the second line may be said to have been uninterrupted on the right, from the Tagus to the great work on Monte Agraça, and on the left from the sea to the main post at Torres Vedras; the centre between these two points, a distance of seven miles, being the only part unprovided with artificial defences. But

"This space, from having a strong and intersected front, and both flanks secure, presented a most excellent field of battle for an army with an inferior cavalry."

The front or advanced line appears to have contained, besides the large forts of Torres Vedras and Monte Agraça, about sixty-five redoubts and other entrenchments; mounting in all 319 pieces of ordnance, and requiring 18,500 men to garrison them.

To many subordinate details in the preparations of the defences, fully described by Colonel Jones, and all most admirable in their kind,

we can but briefly refer. Military roads covered from the enemy, for the shortest lateral communication between the works, had been formed throughout the whole extent of both lines. The bridges from the roads in the front were every where mined for destruction; woods in every proper direction were felled and created into impassable abattis; and all obstructions to the fire of the works, such as embankments, trees, walls, &c. were generally levelled at the latest moment that prudence admitted. Signal posts for the purpose of an instant transmission of orders, were established on secure and commanding points along the whole front of defence on both lines, and the telegraphs at these stations, which were worked by a party of seamen supplied by the navy, passed and received intelligence from the one extremity of the line to another in seven minutes, with undeviating accuracy. Long before the retreating army entered the lines, the Portuguese militia and ordenanza (national guards), both infantry and gunners, who, with a very small proportion of regular British and Portuguese artillery, were to form the garrisons of the works, were assembled on the line of defence, apportioned to the different works, and made to exercise the guns, and practise various defensive manœuvres.

"The artillery mounted in the several works were 12, 9, or 6-pounders, with two or three 5½-inch field howitzers in the larger forts; they were all Portuguese iron ordnance, on carriages of a most primitive construction, with such low trucks, as to be perfectly immovable over broken ground, and consequently not to be immediately rendered useful to an enemy on carrying a redoubt. The artillery of every work, being mounted with the view to guard some fixed object, fired through embrasures."

The large forts at Torres Vedras and Monte Agraça were supplied, in good, dry, splinter-proof magazines, with 160 rounds of ammunition per gun, 30 of which were grape, and 200 hand-grenades: the other redoubts were supplied with 60 rounds per gun, eight of which were grape, and from 12 to 16 hand-grenades. In each redoubt wholesome casks were provided, and placed in security, to hold four quarts of fresh water per man for the calculated garrisons, besides the water tubs for the use of the artillery; and in each work a depôt of entrenching tools for repairs was also placed.

From Colonel Jones's other general notices of interest, we glean that, reckoning from the commencement of the isolated works at Torres Vedras, Monte Agraça, and St. Julian's, (in the autumn of 1809,) to the occupation of the lines by the army, the whole time employed in their construction did not amount to a full year; while, dating from the real beginning of the principal line in the spring of 1810, this gigantic undertaking was actually completed in less than eight months. The workmen employed, besides a detachment of regular infantry, selected to act as overseers and artificers, and two regiments of Portuguese militia which were allotted as pioneers, consisted wholly of the peasantry of the surrounding districts, who were put in requisition as labourers; and the greatest number thus employed at one time, exceeded seven thousand. To direct this large body of labourers, the number of officers of engineers employed on the lines never exceeded seventeen, with the assistance of about a score of their own soldiers,

and a hundred and fifty artificers from the line. The disbursements for labour and materials, on account of the lines, to the moment when they were occupied by the army, amounted to nearly 100,000*l.* and this

"Sum was doubled before the conclusion of the war, by the outlay for the position of Almada, the repair and preservation of the various defences and communications, and by indemnities to some individuals for property wantonly destroyed, or taken for the use of the troops during the occupation of the lines."

For the timbers of magazines, for artillery-platforms, palisades, barriers, and bridges across the ditches, above 50,000 trees (besides those felled for abattis,) were used, but these being mostly firs from the royal forests, no payment was made for them. The provision of artillery, ammunition, and ordnance stores, was made by the Portuguese authorities from the arsenal at Lisbon. Finally,

"The length of retrenchment completed at the period when the army occupied the lines, including the periphery of 126 enclosed works, when calculated on the data before mentioned, required 29,751 men for its defence, and there were mounted on it 427 pieces of artillery, independently of the works to cover an embarkation at St. Julian's, which were calculated for 5350 men, and contained 94 pieces of artillery. It is, however, evident, from the description of the lines, that little more than a third part needed to be kept fully manned at the same period.

"In 1812, when the lines were considered as perfect as they could be made, they consisted of 152 distinct works, armed with 534 pieces of ordnance, and required on the same calculation 34,125 men for their garrisons. The embarkation position remained as above described."

After this general description of the lines, we may next abridge the gallant author's interesting history of their occupation. As the army fell back by the most leisurely movements, full time was afforded during its retreat to perfect the final arrangements; and on the 7th of Oct. 1810, the day preceding that on which the advanced corps entered the lines, every preparation for defence, by the excellent course pursued, was as complete as any longer delay could have rendered it.

"The whole of the country which had been strengthened by works, was divided into six districts of nearly equal extent, and a regulating officer of engineers was appointed to each district, for the purpose of explaining the nature and intention of the several fortified posts, to enable the general officers to take up their allotted ground in the most expeditious manner. Mounted guides, perfectly acquainted with all the localities, were held in readiness at the most advanced points of each district, to meet the columns, and assist the regulating officers in pointing out the several villages, bivouacs, &c. and afford such information respecting the various roads and communications, as should prevent either confusion or mistake, should the enemy be pressing the columns."

The original intention seems, by Colonel Jones's account, to have been to occupy the second or principal line at once with the main army, leaving only detachments to hold the points of the advanced line. But the movements of the Allies,

"Not being pressed by the invaders, (in consequence of the steady discipline preserved amongst the retiring troops, and the lesson they had given him at Busaco,) an embarrassment was felt about the points retrenched in advance, at

Torres Vedras and Monte Agraça. To occupy them properly, would be to isolate and sacrifice a number of good troops without any object; whilst, to abandon, or leave them with inefficient garrisons to fall or capitulate, would be to furnish subject of triumph to the invaders, likely to produce the worst effects on the feelings of the troops and of the population. Lord Wellington, aware of the great strength which the heights of Alhandra, Calhandriz, &c. on the right flank of these posts had attained, and that the rains then pouring down with their accustomed autumnal violence, must swell the Zizandra on their left flank, and soon render it a formidable defensive obstacle, when there would remain from the sea to the Tagus"

Only the open but easily defensive space of seven miles before referred to between Torres Vedras and Monte Agraça, decided there to halt. Destining that space as the central point of his defensive manœuvres, he placed

"The main body of his troops upon it, fixing his personal head-quarters at Pero Negro, immediately in its rear, and communicating with all parts of the line, from the telegraph on the elevated point of Monte Agraça, forming its right flank."

The British army which entered the lines consisted of 22,000 infantry, and 3000 cavalry, with about a similar number of Portuguese infantry; besides the artillery, militia, and ordenanza, who, forming the garrisons of the works, left all the regular troops freely disposable for their support. Colonel Jones here gives no statement of the French assailing force; but adopting his previous estimate from authentic documents in his Journal of the Sieges, it may, on the lowest computation, be ascertained at 5000 cavalry, about an equal number of artillery and troops of the ordnance, and 50,000 infantry—or in round numbers 60,000 men. Of the allies, Gen. Hill's corps of two divisions were posted on the right to guard the position of Alhandra; from thence the light divison, under Gen. Craufurd, extended along the front through Arruda, to the great work at Monte Agraça; the fifth division, under Gen. Leith, took post on the reverse of that height; three divisions, (the first, fourth, and sixth,) under Gens. Spencer, Cole, and Campbell, occupied the central interval between Monte Agraça and Torres Vedras; and finally, the third division, under Gen. Picton, supported the works at Torres Vedras, and watched the line of the Zizandra away to its extreme left on the sea. A corps of 6000 Spaniards, which crossed the Tagus from Badajos, under the Marquis de Romana, was afterwards placed in reserve behind the centre; and the cavalry were cantoned principally on the flanks of the rear line, to act if occasion should require on the plains near the Tagus, and on the broken tracts between the two lines. The defence of Lisbon, in case of a reverse, was entrusted to its Portuguese garrison, a fine body of British marines sent from England, and detachments of seamen from the powerful squadron in the Tagus.

"On the 8th of October, the advance under Gen. Hill reached Alhandra. The previous night the autumnal rains had began to fall in torrents, and continuing throughout the two following days, the newly-formed communications became heavy and deep with mud; nevertheless, in consequence of the good arrangements previously made, the succeeding divisions marched directly on their allotted points of occupation, and separated at the fixed turnings, into bri-

gades and battalions, to their several villages and bivouacs, with as much celerity and order, as if re-entering their cantonments from a review.

"On the 10th, the rear division, only distantly followed by the enemy, marched into Arruda, the preceding divisions took up ground on and beyond Monte Agraça, and a distribution of force was made for all the intermediate and rear defences.

"During the succeeding night an unusually violent storm of wind and rain, thunder and lightning prevailed, which almost overwhelmed the troops in open bivouacs, and impeded the communication of orders; still, at day-light, on intelligence of the approach of the French, all were under arms in good order at their respective points of assembly, the garrison of the works complete and on the alert, the field artillery horsed or in position, and every other arrangement made to repel an attack. It was, however, late in the afternoon before the enemy began to act: Marshal Massena then, with a strong body of cavalry, dislodged the English post at Sobral, and ascended the height above the town, from whence he had a full view of the works opposed to him; and judging from their extent and formidable appearance that it was the intention seriously to dispute the ground, he withdrew his cavalry in the night, and Sobral was next morning re-occupied by strong British pickets."

Here we may observe, that the profound ignorance in which an enemy, so intelligent and inquisitive as the French, had been kept respecting the lines, is altogether one of the most extraordinary circumstances in modern warfare. Colonel Jones says,

"Secrecy, with respect to the extent and nature of the works going forward, was enjoined, and it is highly creditable to all concerned, that scarcely a vague paragraph respecting the lines found its way into the public prints; and notwithstanding the magnitude of the works, the invaders remained ignorant of the nature of the barrier raised against them, till they found the army arrayed on it to stop their farther advance."

In the British army itself on the frontier, no general idea had been acquired of their nature or extent, and even among the staff at head-quarters, nothing more specific was known than that works of some kind in the districts near the capital were in progress. The Portuguese traitor, De Lorna, who attended the French invaders of his country, had assured Massena, that after passing Almeida there was nothing to arrest his progress. The astonishment of the French Marshal at his first view of the formidable works of the outer line may, therefore, be conceived; and is said to have been naturally vented in his laconic question to De Lorna, "Do you call this nothing, Marquis?"

"On the 13th, the French infantry having closed up, Marshal Massena directed a great effort against Sobral, which town not being within the line of defence was abandoned to him without a struggle. He immediately filled it with troops, and closely supported them by other large bodies bivouacked in its immediate vicinity; these bodies communicating with the remainder of his army on the road of Alemquer. Having thus concentrated his whole force in readiness to act on the weakest point of the line, he pushed some strong patrols along the road of Zibriera and Ribaldiera, to feel the Allies, but which being quickly driven back, the advanced posts of the hostile armies arranged themselves almost in contact along the valley by Duas Portas towards Runa. The French cavalry pickets took post on the road between the town of Sobral and Monte Agraça, with their videttes on the lower knolls of the mountain immediately under the great redoubt; and the remainder of the French army formed

their bivouacs in the tract of country from Sobral to the Tagus, so as equally to threaten every part of the line from Zibriera to Alhandra, and their right being actually in contact with the weakest portion of it.

"To strengthen the heights on the left of Monte Agraça consequently became an object of primary interest; and large working parties of the troops, frequently relieved, were unceasingly employed to throw up strong redoubts on the commanding points above Ribaldiera and Runa. The valley in rear of Gosandiera and Zibriera was blocked up by a well-flanked abattis, field batteries of position were established on various flanking points of the same ground, and roads of communication formed to them, so that in a short time this open portion of the front quite changed its face, and appeared little less formidable than the other parts of the line.

"Farther, to parry this skilful disposition of the invading army, eight battalions from Gen. Hill's corps were on the 14th formed in reserve on the second line, near the pass of Bucellas, in readiness to move at any moment to the support of Alhandra, or of the main body of the army, by the roads of Zibriera and Sobral."

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"Every morning, two hours before day-break, the troops stood to their arms at the point of assembly of their several cantonments, as did also the garrisons of the works; Lord Wellington, in person, being in the fort, on Monte Agraça, in readiness to direct any general movement, according to the exigencies of the moment. The army thus remained under arms till a communication from every portion of the line, and ocular demonstration, had assured their commander, that no change had taken place in the disposition of the hostile troops, nor any preparation been made for immediate attack; the several divisions and brigades were then ordered to resume their daily labours of strengthening their respective fronts, making lateral communications, improving the roads, sheltering and securing their outposts, &c. The weather was generally wet, and the duty irksome—still all supported it with cheerfulness, in the full confidence of annihilating their opponent, whenever the threatened attack should take place; but after a week had elapsed, expectation would no longer support itself, and the hope of an immediate and brilliant triumph subsided.

"Marshal Massena made in person a very close reconnoissance of the right of the lines; and on the 16th, having remained an unusual time with a numerous staff examining the entry of the valley of Calhandriz, a shot was fired at the party from No. 120, which striking a wall whereon the Marshal was resting his telescope, he acknowledged the warning by taking off his hat, and moving on.* This reconnoissance served to convince the French commander of the inadequacy of his means to attack an army so posted and supported, he therefore turned all his views to subsist his forces till he could be reinforced; and after remaining in his original bivouacs till he had exhausted the country, and his troops were becoming sickly, he retired on the night of the 14th November towards Santarem, and was next day closely followed by Lord Wellington."

Thus, after the French army had remained a full month inactive before the lines, terminated the operations immediately on their front. During the winter, Marshal Massena continued to occupy his retired position at Santarem; and early in the spring, by his final retreat, the tide of warfare rolled back to the Portuguese frontier. It is needless

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* "There was no wish to injure Marshal Massena, but merely to make him retire, or a dozen guns might as readily have been discharged at him as one. Napoleon, who always spoke and reasoned well on military subjects, has left recorded, in Count Las Cases' Journal, an excellent observation on the folly of firing a single piece of ordnance at an individual where injury is meditated."

to add, that no renewed effort against the lines ever put their value to a farther test; and, indeed, it is difficult to repress a feeling of something like disappointment, that the French should have proved too wary to assault any portion of them, since it cannot be doubted that their temerity would have yielded the defenders a signal triumph. It was understood, indeed, at the moment, says Colonel Jones,

"That Gen. Junot strongly urged Marshal Massena to permit him to advance up the mountain (Monte Agraça) with a division just before the dawn of day, and make a desperate effort to carry the large work by assault. This was good counsel abstractedly, and the assault would probably have been crowned with success, had the garrison been isolated; but there being a division of infantry bivouacked in rear of the heights, which was under arms every morning long before daybreak, and had a ready communication all round the counterscarp, they would have marched on the flank of the assailants on the first musket being fired, and have rendered the attempt abortive and highly destructive."

As it was, when the operations in front of Lisbon closed, the defenders had not been forced from a single point of the advanced works: they had not found it necessary to fall back on their principal line of defence; nor had the invaders even been permitted to see the inexpugnable bulwarks of that line.

For the masterly consideration of the merits of these celebrated lines, which occupies Colonel Jones's second chapter, we much regret that we have so little space left. His details fully bear out the assertion given in his Journal of the sieges, that

"All the objections heretofore urged against lines fail in their application to these. From their peninsular situation, there was no possibility of manœuvring on their flanks, cutting off supplies, or getting in rear of them: in the details of the works, there was no pedantry of science; no lines of fortification for show without strength; mountains themselves were made the prominent points; and the gorges alone derived their total strength from retrenchments."

For our last extract, we can afford only a portion of his judicious reflections on the peculiar characteristics of these lines.

"On a comparison of the two lines, it must be admitted that, looking to operations during summer, the rear line appears to have been judiciously selected for the arena of defence, as it contains the greatest portion and most equal distribution of strength of front. Thus the greater part of the ravine from Ribamar to Mafra is very strong, whereas no portion of the banks of the Zizandra below Torres Vedras is otherwise than tame. In like manner the passes of Montachique and Bucellas are of the strongest nature of mountain-pass, whilst the corresponding inlets of Zibriera and Monte Agraça derived their strength chiefly from works. The rear defences have also the advantage over the advanced line of covering four or five miles less ground; the former, following the principal features of defence, measuring twenty-four miles, and the latter twenty-nine miles. The distance in a direct line between their flanks being twenty-two and twenty-five miles respectively. Farther, under the belief that the invaders would approach in sufficient force to act in two bodies, and the impression then general throughout Europe, that the French could not fail of success, it was an advantage of the rear line not to be despised, that its strongest flank was nearest the point of retreat and embarkation, and consequently that least likely to be forced.

"In any extremity arising from an overwhelming pursuit, and a harassed

retrograde march, the rear defences would therefore in all probability have formed the field of proffered combat; but, under the favourable circumstances of the young Portuguese troops having proved themselves trust-worthy, a triumphant retreat, and an advanced season, with an enemy acting only on one point, to have left the advanced works to their garrisons, and to have abandoned to the invaders one hundred and fifty additional square miles of country contained in the space between the two lines, would have been a sacrifice of character, feeling and confidence, far beyond what any increase of physical strength could have compensated; and here, as ought to be in every case depending on judgment, previous arrangement was modified, and made to give way to circumstances.

"From the distribution of the troops in the lines it appears, that Lord Wellington, under expectation of fighting a battle which should decide the fate of a kingdom, spread an army not amounting to 50,000 men along a front of twenty-nine miles. This extended arrangement is so contrary to the spirit of modern warfare,* that to prevent any erroneous conclusions being drawn from it, it is deemed necessary to mention that the allotment of the force for the several portions of the line was calculated on a peculiarity of the features of the country, as on the extraordinary degree of strength which had been given to the flanks, rendering them rather fortresses of support than points to guard. The peculiarity alluded to is the projection of Monte Junto, which stretches out fifteen miles in front of the centre of the lines, and is of so rugged and precipitous a formation, as to preclude the march of an army with artillery over its summit; nor can the ridge of Barregudo, which nearly connects Monte Junto with the position, be crossed with artillery without a publicity and delay which would have deprived the movement of every advantage; and the ridge can only be avoided by passing along the road of Runa, which was included within the line of defence. These serras consequently divide the attack and defence of the front line into two portions, giving the assailants a very long and tedious march to move a corps from opposite Alhandra to the line of the Zizandra below Torres Vedras; whereas, from the position of the main body of the army between Torres Vedras and Monte Agraça, a very short march would enable the defenders to succour either the right or left, and compensate inferiority of numbers by superiority of movement.

"It may also be observed, in farther justification of this unusual extension, that the celerity and accuracy with which, by means of the signal stations, orders could be sent and intelligence received from the most distant points of the lines, obliterated distance with respect to communication, and ensured a well-timed combination of movement amongst the whole body of the defenders, enabling them to derive every advantage from partial success, and protecting them from overwhelming disaster in the event of partial discomfiture.

"As a general character of the lines, formed from unprejudiced consideration of their merits and defects, it may be stated that they derived their strength and value primarily from their peninsular situation on the sea, which precluded the possibility of an enemy manœuvring on, or turning their flanks, and assured their rear being constantly open for the defenders to receive supplies and reinforcements; secondly, from the unusual degree of natural strength of the ranges of hills and ravines forming their front; and lastly, from the judgment with which the engineer connected the several strong features of the country into an equally defensive line. Art and labour were judiciously exerted to improve natural advantages, to strengthen and cover the weak points, to diminish the length of accessible front, to block up the approaches, to facilitate the move-

* "It is remarkable, that the most striking example of concentration also during the late wars, should have been afforded by this same commander, who, at Waterloo, placed and manœuvred 60,000 men on a front little exceeding a mile and a half."

ments of troops within, and to cramp and confine the movements of those without; in short, to give such powers of defence and communication to every portion of the front that the army might remain concentrated in a body, keeping only detached corps of observation on its right and left, which, from the natural and artificial strength of their positions, might repel a weak or sustain a serious attack till succoured; and that at no point should a corps engage, but under the favourable circumstances of a strong front, secure flanks, facility of movement, and an open, but inattackable rear.

"The redoubts, generally speaking, were merely securities for artillery in those situations where a fire of that nature was demanded by some specific object, such as to interdict the free use of a road, delay the repair of a bridge, or sweep along the entry of a pass; and in no instance were the guns considered as defensive weapons of the works in which they were placed, except at the position on the heights of Calhandriz, where three redoubts in line were made to cross their fire with each other, and mutually support a fourth redoubt in advance. All the other redoubts were perfectly independent of each other, and were made of a strength of profile to resist an assault, and placed on points where artillery could with great difficulty be brought to cannonade them. Their number was justified by the peculiarity of the contest, which placed, on the same position with a good army, half the same amount of militia, ill-organized peasantry and gunners, who, though totally unfit to act in the field, still being possessed of innate courage, were equal to defend a redoubt and work its artillery. Throughout the whole front there was not a continuity of artificial line necessitating a single efficient brigade to be kept out of column, and the works may be regarded as so much additional strength given to the army, without subtracting a man from its effective force. Indeed, the artificial defences of the lines altogether present a most favourable example of the just application of the engineer's art in furtherance of, but invariably subservient to tactics, creating pivots and supports, but never a tie or restraint, on field-movements."

Of Colonel Jones's two last chapters, containing "Observations on Line and Retrenched positions generally," and "Memoranda relative to various Details of Field Works as thrown up on these Lines," we shall only observe, that they afford some lessons of experience, which are perfectly invaluable. The author states, that the former of these two chapters, "was originally composed as a vehicle for a series of notes illustrative of the principles of Field Fortification, and of the art of fortifying generally, but which are too bulky to insert in this pamphlet:" but we cannot conclude without declaring a hope, that the private form of circulation which he has chosen for Memoranda specially relating to the Lines, will not be allowed to have superseded a design so pregnant with improvement to the members of every branch of his profession: we trust that Colonel Jones will be persuaded to enlarge and publish, for the benefit of the young officers of the British army, the last portions of this little work, which, we do not hesitate to say, already contain, even in their present simple and unpretending form, an infinitely larger portion of professional instruction, than is to be found in many very voluminous and elaborate systems of Field Fortification.

SERVICE AFLOAT DURING THE LATE WAR.*

BEING THE PERSONAL NARRATIVE OF A NAVAL OFFICER.

THE P—— was one of the old eighteen-gun-brig sloops, a class happily long since gone by. Circumscribed in their dimensions for the complement of men, which, in common with the largest ship-sloops, they were allowed, and their heavy thirty-two pounder carronades, the long slides of which when the guns were run out completely encumbered the decks, so as to render the working of the ship and all locomotion extremely difficult; they were but ill adapted to such a station as the North Seas in the inclement season. In their construction, convenience or comfort, from the arrangement and want of space between decks, seems to have been the last thing contemplated; and their deep waists and lofty, ponderous bulwarks, made them in bad weather as unsafe as inefficient. The contrast with the superb roomy ship I had just quitted, made all this the more apparent, and the first *coup-d'œil* on setting foot on board, produced an impression which subsequent experience was not calculated to obliterate.

Under the immediate orders of Commodore Owen in the Immortalité, who, as I before remarked, commanded a detached squadron of the lighter vessels, and whose attachment to the smell of gunpowder, and the praiseworthy desire of inspiring others with the same *penchant*, led him often, without other apparently adequate inducement, to court destruction under the batteries,—we were frequently a mark for the enemy's practice. Now and then, 'tis true, a tempting opportunity would offer when some of the numerous convoys continually dropping down along the coast, from a scant wind or otherwise on rounding the headland, would be obliged to stand farther than usual from the shore, and of which we sometimes successfully availed ourselves, getting hold of a gun-boat, or a few small craft with stores; but in general, the end proposed did not appear proportioned to the risk and sacrifice incurred in the attainment.

Whatever might be the motive that dictated our offensive movements, they were incessant, and the honest *bourgeois* of Boulogne will long remember our feats; our frequent and various enterprises, and the uncertainty of our attacks, could not fail to keep them on the *qui vive*, particularly in the lower town, which suffered more than once from our shells. Several of the squadron suffered severely in the loss of men and boats, in various isolated attempts to cut out vessels under the muzzles of their guns, and even at their pier-heads; and these undertakings, desperate as they were hopeless, never paused for want of volunteers.

A short time after I quitted her, the M—— lost some of her boats, with the second lieutenant, two or three midshipmen, and some twenty or thirty of the *élité* of the ship's company, the greater part of whom were killed or wounded, in the forlorn attempt to cut out a brig, one of the flotilla moored within musket-shot of the shore. On another occasion, the first-lieutenant of one of our frigates, reconnoitring the harbour by night, mounted the pier, in defiance of obstacles apparently

* Continued from page 302.

insurmountable, and the Argus-eyed vigilance of the sentinels, one of whom he surprised and shot on his post. A narrative of these affairs, many of which from their failure, and the sacrifice of lives and men, were not always fully detailed to the public, would form an interesting volume of the most dauntless daring ever recorded; but I shall confine myself to the relation of such facts only as I was an immediate sharer in.

At daylight on the 12th of March, having kept well in-shore during the night, in company with the Aggressor gun-brig, perceiving a small convoy coming round Cape Griznez, on its way from Calais, we dashed in among them, in spite of the batteries, and succeeded in capturing three of them; one the French National lugger gun-boat, the Penriche of two guns, and two transport Schuyts.

In the month of April, the notable attempt to block up the harbour of Boulogne, by sinking large masses of stone at the entrance, and which had been for a considerable time delayed by the unfavourable state of the weather, was at length made. On the 12th, the Monarch, bearing the flag of Admiral Lord Keith, with the greater part of the Downs squadron, escorting the long-expected stone ships, arrived at the anchorage off Boulogne. The latter were three old Indiamen of considerable bulk, filled with huge blocks of stone, regularly cemented and clamped together with iron, so as to form one solid mass, extending from the after to the fore-hold. Between this and the sides of the vessel, a space was left, allowing a ready communication fore and aft, in which, as in other parts of the hold, were distributed faggots and combustibles for consuming the hulls; and in the fore-hold, near the step of the fore-mast, was a scuttle opening inwards, by which it was proposed to sink them. The only point for the effectual execution of the project was necessarily within the formidable line of enemy's vessels in the roads and the sea batteries, and within less than half musket-shot of the pier-heads, under the muzzles of the numerous artillery which bristled from every point of the heights overlooking them.

The tide serving between ten and eleven P.M., and the wind and weather being as favourable as could be wished, every preparation was made for the hermetical blockade of the redoubted flotilla the same night, and the P—— having a prominent part to perform on the occasion,—our station being to carry in and deposit the said masonry at the spot before specified,—we were all on the alert. Amid the bustle and activity which prevailed as the anxious moment approached, the influence of that high and indefinable excitement, a *melange* of hope, doubt, and suspense, which usually precedes the immediate execution of some momentous and daring undertaking, was felt in its full force; and while opinions fluctuated as to the feasibility of the plan and its final results, all agreed that the experiment would not be made without some broken heads. As the day closed, the wind fell.

At eleven P.M., we weighed with a light breeze, but the vessels being unable to make sufficient way through the water, we were soon after obliged to resume our anchorage, and forego any farther operations for that night. In the same way, by a coincidence apparently as singular as providential, the few successive nights on which only the tides permitted the execution of the scheme, the same cause frustrated any farther efforts to carry our charge to its final destination; and as

the leaky state of these crazy vessels, already much shaken by the bad weather during a protracted stay in the Downs, made it doubtful whether they could be kept afloat until the next period of the moon permitted another essay, the enterprise, which if even successfully carried into effect, would have proved as harmless to our enemy as destructive to ourselves, was finally abandoned.

Whoever conceived the idea of this project, could have been but little acquainted with the localities of the spot of his intended operations; so well defined and narrow is the only channel, formed to the north-east by an artificial dyke dry at low water, leading from the harbour of Boulogne, and such the rapidity and eddy of the tides in the roads, that it was a hundred to one if any large vessel, in a dark night, could hit with sufficient precision the necessary point. What hope, then, could be reasonably entertained of succeeding with these huge unmanageable hulks, which sailed so ill, and under the most favourable circumstances it was found extremely difficult to manœuvre, exposed to the fire of the flotilla, the numerous batteries, and a murderous fusilade of musketry. But, admitting that the measure in all its details had been successfully carried into execution, and that these mountains of stone had been deposited in a position most favourable to the end proposed, what would have been effected? Nearly the whole would have been left sufficiently dry at low water to permit its speedy removal, and would have served no other purpose than placing at the disposal of the enemy a timely supply of building materials for their sea batteries.

Between this and the month of July, we had a few minor affairs with the flotilla and batteries, but which, unproductive of any results of interest, it is not necessary to dwell on.

Although hitherto our reiterated attacks had either proved abortive, or had apparently made but little impression on our opponents, who, securely intrenched in their harbours, and defended by numerous unassailable positions, might well contemn our offensive efforts; they were, however, by no means made in vain. Circumstances were daily developed by them, which unequivocally exposed the impotency of any hostile attempt on a sufficiently efficient scale on our shores; and these frequent lessons, bearded and defied to their very teeth as they continually were, must in no small degree have abated that confidence in the final issue of their momentous adventure—the very soul of enterprize, and on which the *morale* of an army must mainly depend. So palpable in a short time was all this, that the bugbear of invasion which the formidable demonstrations made in this quarter had created, and which at first caused so lively a sensation among all classes, and for a long time continued to frighten so many old ladies out of their senses, soon lost all its terrors. A small portion of local, added to professional experience, was only requisite to show that the project of a descent by means of this mosquito fleet, if ever seriously contemplated by its arch projector, if ever intended more than to intimidate, or as a veil to his grand undertakings, was founded on false data.

On paper the project might cut a formidable figure, and at the first glance might appear sufficiently feasible, but a little inquiry and reflection soon produced the conviction that its execution, on a scale sufficient to warrant alarm or apprehension, was impracticable. In the

first place, the harbour of Boulogne being dry at low water, and the entrance extremely narrow, it was a matter of easy calculation what number of vessels could come forth at one tide, and the result showed that the operation of bringing out the whole would require so much time, that the chances were numerous against the probability of their being able to avail themselves in any force of the precarious and short intervals of calm weather, to assemble among the dangerous shoals of the roads outside, so as to act simultaneously. In the next, the contingencies were so numerous, that these successively would have to contend with in the interval of assembling, for want of space, in an open unsheltered road, among rocks and shoals, with crews, which, for want of practice, on the most favourable occasions, evinced no great share of nautical skill, and which, when encumbered with sea-sick beings totally unused to the watery element, and distracted by the attacks of a potent and active enemy on the one side, and beset with all sorts of difficulties and dangers on the other, could not be expected to improve, that the success of even this fundamental operation was extremely problematical.

These facts and many more were daily exemplified. In the finest weather, seldom more than a hundred or a hundred and thirty of the flotilla ventured to take their station in the roads, a situation no longer tenable when a gale or heavy sea set into the bay.

On the 19th of July, a division of praams, brigs, and luggers, to the number of one hundred and fifty, were thus suddenly caught by a north-east gale and heavy sea setting into the roads, and were obliged to weigh in the greatest confusion and seek refuge in port, that part of the line to leeward of the harbour bearing up and running away for Etaples, Portel, and St. Valery. The day was drawing to a close when the latter, taking advantage of the weather tide, weighed or slipped; and when, our signal, with that of the Autumn, Bloodhound, and Archer, being made to attack them, we stood in shore for that purpose, under close reefed top-sails. We were soon among them, but the fury of the gale, the heavy sea and a lee shore, though our vicinity doubtless increased the confusion and contributed to the subsequent destruction of some, prevented us from making any captures. Apparently occupied with the more appalling dangers of shipwreck, these vessels did not return a shot; the mortar batteries were not, however, idle, they continued playing on us all the time we were within range, and the ignited trains of the shells tracing their flight towards the close of day through the lurid tempestuous atmosphere, greatly increased the interest of the scene. At six A.M. on the 20th, such of the remaining flotilla as had fortunately rode out the gale during the night, also slipped their cables and made for St. Valery, and soon after, when the tide permitted, part of our squadron stood in to reconnoitre. Though the stranded vessels, and the wrecks which strewed the coast, bore a melancholy testimony to the ravages of the gale, yet still more numerous must have been the casualties during this eventful night, of which the waves had left no traces. According to the French accounts, four hundred seamen and soldiers perished; the number of vessels missing is not stated. At Portel we counted three brigs and two luggers lying on the rocks complete wrecks, and near them a brig and lugger stranded, with signals of distress still flying. To the westward of the harbour of Boulogne we observed a brig, a lugger, and several boats.

The Emperor, who it appears had arrived the day before at Boulogne, and was an eye-witness of the disaster, which must in no small measure have opened his eyes to the impracticability of his designs, and dissipated some of his brightest visions,* evinced, it is said, much sensibility on the occasion.

Towards the latter end of August, the frequent thundering of cannon, and an unusual stir among the troops and in the harbour, announced the occurrence of some extraordinary event, and kept us on the alert. Napoleon had arrived, and had presided at the grand ceremony of distributing crosses of the Legion of Honour to his army, drawn out for the occasion, on the heights north-east of the town. On the 26th, about noon, a movement was observed among the flotilla in the roads, consisting of sixty-two brigs and forty-two luggers, and at forty-five minutes past one P.M. a division of sixty of the former and thirty of the latter, under the command of Count Julian Le Ray, escorting two handsome green yachts, easily distinguishable from the rest by their rich gilding, in which were embarked Napoleon, attended by Marshal Soult and Admiral Bruix, weighed and worked up to the eastward. At this moment the small squadron of observation, consisting of the Immortalité, ourselves, and some three or four gun-brigs and cutters, were tranquilly riding, as usual, at single anchor, opposite the town, a little out of shell range, ready at a moment's warning for a move. It being an "idle day," Sunday, every one had leisure to observe all that was passing in the camp and the harbour; and as the increasing stir, chiefly conspicuous among the flotilla, proportionally awakened our attention, all eyes were turned to the shore, and every glass was in requisition. The weather was remarkably fine, a gentle top-gallant breeze, just sufficient to manœuvre with, scarcely ruffled the sea, which, as smooth as a mill-pond, permitted the boats of the squad-

* This subject naturally leads to the interesting question of the possibility and fate of some future similar undertaking, when the chances of an assailing force, availing themselves of the multiplied facilities for the transport of an army, and to navigation, afforded by the all-powerful agency of steam, may become infinitely less problematical. And who, viewing the future in the mirror of the past, and seeing states, like individuals, blind to the lessons of experience, still actuated by the same principles and motives, can doubt that the period may again arrive, and perhaps at no great interval of time, when the lust of conquest, the invidious jealousy of our power and greatness, or a mistaken policy, shall again urge to the attempt? Then will be revived the conflict of the Romans and Carthaginians, prow to prow; but even then the field will remain with the side that possesses the greatest maritime superiority; with whichever has the most sailors; that can, in fact, muster the greatest number of sea-legs. Landsmen find their locomotive powers no less abridged by the motion, than their moral energies are paralyzed by that most enervating of all visitations the sea-sickness, and which the peculiar jerking motion of steamers, I know by disagreeable experience, is so peculiarly calculated to excite. Moreover, steam-vessels, from the complication and delicacy of the machinery, cannot always be manœuvred totally independent of their sails; and in action, the greater number, from one contingency or other, must look to them alone. A chance shot through the cylinders, coppers, or paddles, will at once vindicate the ancient rights of Æolus, and send them again to trim their canvass. From our ancient enemies of the old Continent, therefore, we have little, I am of opinion, to apprehend on this score. Our insular situation, our maritime habits, and that progressive spirit of inquiry that keeps us foremost in the race of science, will long preserve to us the superiority in steam navigation; and that national energy and intrepidity which has heretofore won and preserved to us the sovereignty of the ocean, will, I trust, long, in defiance of every attempt to wrest it from us, insure to us a naval preponderancy.

ron to be kept out,—a circumstance, as the sequel will show, extremely fortunate. Between one and two P.M. just after the crew had finished dinner, by signal from the Commodore, our little squadron weighed, and standing in for the shore, under a tremendous fire from some hundreds of cannon and mortars, were soon warmly engaged with the enemy's vessels. At this moment the spectacle possessed a most imposing interest. It being, as I before remarked, the Sabbath, the population of the town and numerous troops encamped in the neighbourhood were drawn forth, and their countless thousands covered the surrounding heights to witness it.

In the midst of the "pelting of the pitiless storm" of shot and shells, which, like hail, were falling or whizzing in every direction around us, the Constitution, a fine cutter of fourteen guns, within pistol-shot on our larboard-beam, received a large shell, which striking her amidships near the main-mast, passed completely through her, and her destruction was so sudden, that the boats, which, as I observed before, were towing astern of the different vessels, had barely time to save the crew ere she went to the bottom; her mast-head remaining above the surface, continued for many months after to mark the scene of the contest.

About the same time we experienced one of those providential escapes from a similar or more serious catastrophe, which are so frequently recorded in the eventful annals of naval and military adventures. In the heat of the action, a large shell penetrating the quarter-deck, abreast the capstan, shattered the mainbeam of oak, which however arrested its farther progress, and remained suspended by the splinters over the magazine scuttle, and within the screen with which it is usual to enclose it in the gun-room below. From the quantity of cartouches continually handing up, and the loose powder about the deck, the slightest spark might have proved fatal. To our astonishment it did not explode. It seems the ignited part of the fusee, a thing of rare occurrence, had been shaken out by striking the rigging, a shroud of which it carried away. In its destructive course it fell among the men at the quarter-deck guns, and striking the back of a poor fellow, a captain of the gun, standing alongside of me, in the attitude of levelling, it literally tore him in pieces. In this affair little more was effected than the putting *hors de combat* of some two or three gun-boats, and the gaining a little practical experience in the art of gunnery for the crews.

On the 18th and 26th of September we had a brush with the flotilla and batteries in unsuccessful attempts to cut off the former from the land. Of all the vessels of the light of the squadron most actively employed, the P—— was exposed to her full share of hard knocks and severe duty. This was all very tolerable in fine weather, but for two-thirds of the year it was quite another matter, and we would willingly have resigned to some of our less ambitious compeers, with a few of our barren laurels, a share also of the no less unproductive honours, which doubtless were attached to an activity so conspicuous. Anchoring and weighing anchor, at all times and seasons, night and day, in bad weather, scarcely ever dry, we could calculate little on repose, or on the comparative comfort which, ill applied as the term may seem to a nautical life, is to be found occasionally in the worst craft. Sometimes,

after a long spell on the enemy's coast, or buffeting about in the Straits of Dover, in the heaviest gales, and on a lee shore, when with difficulty clawing off shore, and barely weathering some point or headland, it would be found necessary to keep all hands on deck the greater part of some terrible winter's night, the rigging and deck cased with ice—and this is no ideal picture—when escaping the impending danger of shipwreck, we would seek the precarious shelter of the Downs or Dungeness to complete our water and provisions, anticipating a little relaxation; scarcely would the anchor reach the ground, and all be made snug, when up goes the signal to weigh, and off we were again in an instant; in short, we were the fag of the squadron.

In the latter end of September, the vessels and machines forming the famous Catamaran expedition, organized under the immediate superintendence of Sir Home Popham, in the Romney of 50 guns, were assembled in the Downs. By means of a novel and destructive species of fire-vessel, filled with combustibles and live shells, and certain machines called coffers, it was proposed to destroy that portion of the flotilla usually anchored outside the harbour. The coffers were either oblong boxes of wood, rendered water-proof, or small and cylindrical of copper, the former about twenty-one feet long and three broad, the latter easily portable, from three to four feet in length, and between one and two in diameter, filled with combustible matter, hand-grenades, &c. and to each of which was affixed a grapnel, kept afloat by means of cork, for the purpose of hooking cables and certain machinery, which when wound up, the moment of explosion could be regulated to a given time; these were to be towed in by one or two persons, on a sort of float called a catamaran, formed simply of two parallel, connected by two or more transverse pieces of timber, leaving a space in the centre, in which sat those who managed them. This apparatus, immersed, as well as the greater part of the bodies of those who, clad in a water-proof dress, plied them by means of paddles, would, it was supposed, effectually elude the vigilance of the enemy by night, even under the bows of their vessels, to which it was intended to affix them.

On the second of October the whole reached the outer anchorage off the town, at which time there might be about one hundred and fifty of the enemy's vessels in the roads. Capts. Winthrope and Owen, of the Ardent and Immortalité, undertook to superintend the operations to the southward of the line, and the Hon. Capt. Blackwood, of the Euryalus, to the northward, while the P——, in company with the Greyhound and Castor frigates, took up an advanced position in shore for covering the whole. The same evening, about dusk, the five fire vessels, sloops, each under the command of an officer of the rank of commander,* weighed, and with a fair wind stood in shore. These were followed soon after by some of the lighter vessels and boats of the squadron towing in the catamarans and machines. The darkness of the night, and the favourable state of the elements, presented an opportunity for the undertaking equal to the wishes of the most sanguine. The passiveness of the enemy's marine, on this occasion, seemed extraordinary. As the fire-vessels and boats approached the left of their

* Captains M'Leod, Sulphur; Edwards, of the Autumn; Jackson, Fury; Collard, Railleur; and Searl, Hilder.

line, scarce any attempt was made to repulse or frustrate their intentions; but about nine P.M. a heavy cannonade commenced, and soon the whole bay from one extremity to the other was one continued blaze from this and the uninterrupted discharges of musketry from the troops which skirted it, while the showers of shells from the batteries, bursting in their luminous and meteor-like flight like rockets in the air, with the volcanic explosions and conflagration of the fire-vessels and machines, illuminating the atmosphere to a great distance, formed a novel and imposing species of "*feu d'artifice*" seldom witnessed.

All watched anxiously the coming dawn, which should disclose to us the dire effect of these mighty engines of destruction, and when this at length afforded us the means of scanning the enemy's line, we were not a little astonished at the apparent trifling impression made on it. The extent of the injury has never been exactly ascertained, but it appears to have been very inconsiderable; with the exception of one or two vessels driven on shore, and, as we had reason to believe, a few burnt, they occupied nearly the same position as on the preceding evening. Whether from want of local information—for it does not appear there was any deficiency of zeal or gallantry on the part of any intrusted with its immediate execution—from unacquaintance with or miscalculation of the direction and rapidity of the tides, the greater part of the fire-ships appear to have been consumed ere they reached the enemy. Moreover, the project had long got wind, and they had ample time to take measures for parrying the threatened blow. Although a strict secrecy, the key-stone on which the success of such an enterprize must mainly depend, was not easily attainable, as to the ultimate intention, the moment of its execution might easily have been concealed; but the appearance of the Monarch flag-ship, an event of sufficiently rare occurrence to denote that something unusual was brewing, and the unnecessary parade of a numerous squadron, must have fully advertised the enemy of the coming storm. Thus they could not complain of being taken unawares; nevertheless, the occasion was laid hold of in France to raise a clamour, and the public indignation was highly excited by this sinister and barbarous mode of warfare, as the French journals of the period were pleased to consider it.

I was now beginning to be tired of Deal beach and Boulogne Roads; "surly winter," with his "ruffian blasts," had once more begun "to deform the day delightless," and my experience of the last was by no means of a nature to make me desirous of encountering another. Those only who have tried it can form a correct notion of a winter's cruise in a small vessel on such a service and station. The duty fell particularly hard on the midshipmen, of which useful arm of the service we were for a considerable time short; indeed, for some time, I was the only one. Thus constantly in requisition, everlastingly in the boats, alternately half-drowned in the surf on Deal beach, on duty at the Dock-yard, or otherwise, and drenched in answering signals, or boarding vessels in heavy gales and the most inclement weather, it will not appear unreasonable that I should gladly avail myself of an opportunity which now offered of joining a frigate just launched in the river.

LINES ON THE DEATH OF MAJOR-GEN. DAVID STEWART, GOVERNOR OF ST. LUCIA.

[The original lines, of which the following are a translation, were composed in French on the night of Gen. Stewart's death, (18th Dec. 1829,) at St. Lucie, by Mons. Mallet, an ex-officer under Napoleon. This homage, from an inhabitant of a conquered Colony, sufficiently attests the popular qualities of its late lamented Governor. It is too true, that the latter died of extreme excitement, occasioned by the vexatious conduct of some of the public functionaries of the island, which is described as in a very distracted state in consequence of these proceedings. At a future season, we hope to give an authentic memoir of this respected officer.—Ed.]

" Oh God! who mak'st us thy Almighty care,
Hearken not now unto the wicked's prayer!
Our virtuous Ruler, oh! be pleased to save!
For promise bright of happier days he gave:
Link'd with his fate, all, all we hold is dear,
O spare his days, though ours be shorter here!"

Thus many good men pray'd within their breath,
When lo! a banner, dismal sign of death,
Mid-way in air is slowly seen display'd.
'Tis past! A mighty spirit low is laid!
The veteran dies, who for his country's right
Encounter'd death in many a bloody fight:
Our groans, our tears no more are heard on high:
Calm on his death-bed see him lifeless lie:
With feverish tongue his vows to God arose,
His dying prayer for us to interpose!
He's now no more!!! Upon St. Andrew's day,
Who dream'd when he in his own earnest way,
"*My heart is with you,*" said, in touching vein,
That these sweet words were but his dying strain?
When wit and mirth relieved his anxious heart,
With warmth of soul he did this tale impart:—
" Some anxious friends in Caledonia's land
Heard of my mission to this distant strand,
Fearing for me, they urged me oft to stay
And shun the care of a vice-regal sway,
Think of the dangers of that Indian shore;—
But 'midst you here, my home I scarce deplore.
In spite of climate, aided by your zeal,
A hundred years might o'er me gently steal."

Alas! to hear predictions so elate,
Few did not think how often cruel Fate
Robs from the just, whom kindred souls adore,
A few brief years to swell the wicked's store.
When 'neath the stroke of Fate the upright fall,
If in his grave, we do not bury all,
His spirit surely from th' Eternal Sky
To this sad spot will turn a pensive eye:
There plead for us upon destruction's brink
That God may stretch his arm before we sink;
Before that throne may he with accents mild,
Pray for this land as his adopted child!
My weeping muse beyond this humbled height
In vain aspired to reach a loftier flight:
His coming heard the air with gladness ring,
Perchance my muse *then* plumed a braver wing,
Then joy and hope inspired a richer stream;
But griefs there are, above the minstrel's theme.

Θ.

THE STORY OF JA'FAR, SON OF THE SULTAN OF WADAI.*

THE fresh air having revived me after I was taken out, I perceived myself in the midst of a crowd, who were dragging me along the vaulted galleries; and one man said to me, "The Bashaw wants you." On reaching the presence-chamber, his Highness met my view with an insulting sneer, and exclaimed, "Ay, ay; this is as it should be. I am glad to see thee thus. Had it not been for the entreaties of my son in thy behalf, thou shouldst never have come forth alive from thy prison." A ray of hope now shot across my mind, but I could not articulate a syllable in reply. The men who held and supported me, were ordered to let me go, and I fell to the ground. The Pâshâ cried out, "Get up, get up, and go to the doctor."—I replied, "I swear by your Highness's head, that I cannot stand on my feet." He persisted in ordering the slaves not to afford me any assistance, and seeing there was no help, I crawled out of the hall on my hands and knees. When I got to the palace gate, I found there an ass-driver, whom I engaged to convey me on his ass to Doctor Dickson, an Englishman, who was Hakêm-bâshî, or chief physician, to the Pâshâ.

By the humane attentions and skilful treatment of the worthy Doctor, in four months I was restored to perfect health, and could move about upon crutches. Unfortunately, as I was one day taking the air in the streets, a servant of the Pâshâ saw me, and reported it to his Highness, who thereupon immediately sent for me. On being brought into his presence, he said, "Well, I find thou hast recovered the use of thy legs enough to walk about the bâzârs, and I suppose art meditating another escape, art thou not? But to *me* thou couldst not come without crutches forsooth! Take away those sticks from him, and lead him off directly." I was at first harshly dealt with, but by degrees the rigour of my treatment was relaxed, and I was at length allowed a separate apartment in the castle, with a servant to wait upon me, and a horse to ride, as a pâshâ's mamlûk: but two trusty soldiers were made responsible for my person, the Pâshâ having sworn, that if I escaped, they should each undergo five hundred bastinadoes.

About ten months elapsed in comparative happiness, when an unfornate occurrence again disturbed my tranquillity. I had acquired a sum of money, and was inclined to make little speculations, with a view to augment it. Having heard that olive-oil was in great demand in Malta, I resolved to put all upon one cast, and purchased partly with cash, and partly on credit, fifty jars of oil for that market. I sent my servant with the goods to the custom-house; but he speedily returned in great agitation, and informed me that he had been publicly and grossly insulted by the Jew book-keeper at the gate, who well knew whose servant he was. I instantly adjusted my arms, and saddled my horse, to extort satisfaction, expecting that the Jew would have been ready to express his regret, and tender a suitable apology; but he was insufferably insolent, openly setting me at defiance, calling me a vile slave, and using other opprobrious language. This I could not brook. "What!" thought I, "shall a son of 'Abd-el-Kerîm suffer

* Continued from page 445.

such a glaring indignity from a despicable Jew scribe!" Passion and pride got the better of my reason. "By the sacred prophet!" said I, "I will give thee such a stroke, as shall make thy blood spout up to the Being who created thee!" and in the paroxysm of exasperation, I cleft his skull by a blow with my sabre.*

I instantly repented me of the cruel deed, and can never even think of it without remorse and horror. A moment's reflection showed me the necessity of flying from justice; wherefore, putting spurs to my horse, I was out of the town in a minute. I continued to fly for seven hours, without intermission, till I arrived at a town called Tawît-el-Gherbîya'h, on the confines of the desert. Here I purchased a water-skin,† and hastily procured as much bread for myself, and barley for my horse, as would last five days. I had to cross the desert to Zâwîyeh: all the information I could obtain was, that it was a considerable town, lying five days' journey in a certain direction, but that there were no traces of a road to it. After proceeding two days, I met with no more wells. My horse withstood the want of water for three days, but was then nearly exhausted, and got entirely off his stomach. At length, at seven o'clock in the morning of the sixth day, I came to a well, from two to three fathoms in depth. In my haste to examine it, I tumbled in, but fortunately there were only three or four feet of water. All my efforts to get out were unsuccessful; the poor beast kept its head continually over the mouth of the well, looking at me, as if he commiserated my fate, and appeared to regret that he could afford me no succour.

I remained in this helpless, wretched state for five hours, when a flock of sheep and goats arrived to drink, and I was providentially extricated from my dangerous situation, by the shepherd who tended them. I procured some milk, and I learned from him, that Zâwîyeh was only three or four hours distant. I mounted my horse, but found it was impossible to make him put one leg before the other; I therefore retired to the shade of a large tree that was not far off, and taking the bridle from his mouth, let him loose to repose or to browse, as he might feel inclined. Towards the evening he recovered sufficiently to eat a little of the last ration of barley which remained. I passed the night under the tree, but could get no rest, in consequence of the medicinal quality of the water which I had drunk, and the next morning

* The Jews of Barbary, though tolerably free as to religious observances, are a despised, persecuted, money-making race. They are limited to riding asses, and to wearing blue turbans, as a badge of inferiority. It is death for any of them to lift their hand against a Mahometan, though they themselves may be beaten with impunity, even by boys. "The Omnipotent," say the Moslems, "grants the prayers of Hebrews to escape the stinking odour of their breath while praying:" and they liberally add, that Christians are still more odious than the Jews, in as much as they eat pork, blood, and strangled fowls.

† The hides of animals, imperfectly tanned, have immemorially been used in the Levant for the conveyance of milk, oil, wine, and water. Those of the Arabs are mostly made from sheep or goats, by cutting off the head and feet, and drawing the skins without opening the belly. These borrachas, it will easily be seen, are not liable to improve the liquid contained in them; and the tallow, pitch, and other applications to prevent oozing, would deter any thirst but the ardent one arising from travelling in warm climates. To overcome the peculiar taste given to wine, an infusion of pine-nuts is added, and it is sometimes polluted with lime. The reader will, in these vessels, recognise the impropriety of putting "new wine into old bottles."

I felt much weakened, and as incapable of travelling as my irrational companion. I therefore reclined the whole of that day under the tree, and my horse strayed about in search of the little pasture which the desert afforded.

Meantime the Pâshâ had dispatched twenty horsemen in pursuit of me. They came up to the fatal well, and obtained intelligence from the shepherd who had assisted me out of it. Having perceived a horse on the horizon of the desert, they made no doubt of my being near it, and I saw them galloping with the confident alacrity of men who imagined they had accomplished their purpose; but the beast having strayed to some distance from me, and the sun having set, they missed their prey. They were perplexed by the disappointment, and lost some time in taking counsel, and debating what was next to be done. It was by this time nearly dark, and perceiving that they made towards the tree, where it was evident they would put up for the night, I snatched up the water-skin, the bridle, and the saddle-bags, and climbed up into the thickest branches. Here I hoped to remain concealed till my pursuers should fall asleep, and then seize an opportunity to attempt my escape. They alighted, and while some were occupied in unbridling their horses, loosening their girths, and in driving the stakes to picket them around, others were eagerly preparing the scanty materials for a fire to boil their coffee. I heard the chink of the steel and flint, and saw the bright sparks fly over and ignite the touchwood. A small carpet was spread for the chief at the foot of the tree, that he might repose and lean against its trunk; and the grateful fumes of coffee quickly announced to me that the cups were distributed. Their wallet was soon opened, and the pleasing sounds of eating struck my ear only to render the pangs of hunger more excruciating.*

I lost not a syllable of their talk, for my attention was quickened by being myself the sole subject of their conversation. One said, "Ja'far is perhaps dead."—"It is more probable that he is sick," said another; "and not far off."—They often spoke altogether, when I could not gather the sense of their remarks. At last, one took the lead, and said, "Listen to me, brothers;† we can do nothing more now, because it is dark; we have got possession of his horse; let us remain quiet till the morning, and as soon as light returns, we will go each in a different direction, and depend upon it, we shall find him alive or dead, and if not, do you but swear to keep our counsel, we will go back to Tripoli with his horse, and tell the Bashaw that we found his body lying beside it in this place."—"That," said another, "would be but a lame story, for Sîdî Yûsuf would naturally require some proof of what we asserted, and would probably even send us back to bring him his body."—"You know very well," said a third, "that the Bashaw swore he would give us each five hundred bastinadoes if we did not bring him Ja'far; but now that we have got his horse, it will be easy to satisfy his Highness that we found the rider dead. What better proof could he expect than his ears? The first negro shepherd that we meet with

* This is a perfect picture of a *rest* of Moorish travellers, and reminds the writer of these notes of many similar scenes in which he has formed one of the party.

† This epithet is frequently used in the Levant, even in addressing strangers, by way of obtaining a favourable hearing.

on our way, we may kill, and produce his ears as those of Ja'far." Their conversation was then frequently interrupted by the effects of the water of the well, and in their consequent irritation, they cursed both the Pâshâ and Ja'far, as the cause of their sufferings.

But I had an advocate among them, who said, "Why do you curse Ja'far because he ran away? I tell you he did right to abscond. Ja'far is the son of a king, who is dead, and is it not natural that he should use all the means in his power to return to his country, and mount the throne of his ancestors? If the Bashaw had been a man of sense, he would have conciliated his friendship by kind offices, and sent him loaded with his liberality to Wârah. But instead of adopting that obvious policy, you have seen how he treated him the first time he attempted to escape, and how cruelly and unjustly he hanged the poor fellow, who lent Ja'far his camels. Having then in this case killed a collector of customs, what had he to do but to flee?" To this another refused to assent. "If," said he, "you cannot talk more to the purpose, hold your tongue. If Ja'far be taken, I do not maintain that he may not be imprisoned, or perhaps bastinadoed, but that would be a chastisement for his having absconded, and not for having cracked a Jew's skull. I know that if Ja'far had not fled, the Bashaw would certainly have pardoned that action; for when the affair was reported, and his Highness had learned the provocation, he said in my hearing that 'Ja'far was in the right.'"

The last speaker was contradicted in his turn, by one who said, "You tell people to hold their tongue, when you ought yourself to be silent. I know from the best authority that the Bashaw desires nothing more ardently than to find an occasion of putting Ja'far to death. It is true, his Highness publicly spoke of Ja'far's conduct in the affair of the Jew as justifiable, but that was a mere feint, thrown out for the purpose of lulling him into security, and for preventing his flight; for I am sure that if ever he can lay hold of him again, he will instantly give the order for his execution."* To this his opponent replied, "Bear witness, brothers, to what I am now going to assert. I say the Bashaw will not kill Ja'far; and why should he kill him? Black or white, he is a king's son, and is heir to a kingdom; and he has been brought up with the ideas suitable to his birth; could it, therefore, be expected that he would have borne the insolence of the Jew? Nay, I am sure if any of you had been in his place, you would not have put up with the affront he received from him."

The night was now far spent, and the chief addressed the rest in these words: "Now, brothers, it is not convenient that we should all sleep under this tree; Ja'far may be at no great distance from us; go, then, twelve of you, two by two, and pass the night here and there, and when the morning breaks, scour the country round, taking every one a different road; but finally bend your steps to Zâwîyeh, where I myself will meet you." Twelve men accordingly tightened the girths

* This would appear dangerous language for the soldiers of an absolute monarch to hold, ut it only proves that the natural laws of morality are stronger than those which tyrants impose; and men serving together, learn by experience, the expedience of mutual confidence, although they may be insensible to the higher principles of virtue.

of their horses, and departed.* The remaining eight, soon ceased talking, and I began to entertain some hope that they would slumber; for to accomplish the project of seizing one of their horses, and escaping on it to the town of Zâwîyeh, it was still necessary that eight men should simultaneously fall fast asleep. Fatigued as they were by their journey, they would all certainly have quickly fallen into that state, had not their slumbers been disturbed by the peristaltic tendency of the water. That accidental quality, which had totally deprived me of the power of proceeding the day before, I now began to think, was destined to prove the evil obstacle to all possibility of extricating myself from my present imminent danger.† I listened with palpitating anxiety to the slightest sounds which could indicate sleep. I learned by degrees to distinguish the peculiar drone of each man's breathing. My whole soul was in my organ of hearing, and I verily believe that it acquired, on that night, a preternatural acuteness. I often distinctly heard several snorers at the same time, but all was spoiled again, and my heart fell at a protracted sigh, or a hem, or at some one hoarsely cursing Ja'far and the Bashaw, as he unwillingly rose. One in particular excited my utmost malevolence: he seemed disinclined to rest, for he never lay down, was often on his legs, and at last only sat, leaning against the tree. At length, however, my wishes made me conjecture that he also was dozing; and as the first streaks of light in the east had become visible, I determined to risk my fate, and let myself down by degrees. Luckily the wind was boisterous, which favoured my descent, by the rustling it produced in the leaves. I timed my progress to its successive gusts, suspending my efforts when the wind intermitted, and quickening them on a return of the blast. I approached the horses softly, and selected one that was the farthest from the sleepers. I cautiously loosened the cord from his fore foot by which he was picketed: I then drew his girths tight, and put on the bridle, which was suspended from the saddle-bow.‡ My precautions not to disturb my dozing friend, however, failed, for ere I had got my left foot in the stirrup, he cried out with all his might, "O brothers! Ja'far! Ja'far!" and in an instant every man sprang up, and ran about in different directions, repeating "Ja'far! Ja'far!" But before they could gather up their effects in the dark, and arm and mount, I had gotten considerably the start of them; and as I had accidentally pitched upon one of their best runners, in about two hours' hard riding I reached Zâwîyeh in safety.

As soon as I entered the bâzâr, I called out with a loud voice, "O ye men of Zâwîyeh, I, Ja'far, the son of 'Abd-el-Kerîm, waka't bi 'urd-kom," by which a man with us, whatever may be his crime, acquires the

* The Moorish cavalry straggle over a considerable extent of country, on their journeys, with a view of detecting the objects of their search, and finding the recesses where the Arabs pitch their dowars to avoid such visits. This practice fully explains the expression of Habakkuk, "Their horsemen shall spread themselves."

† It may be here remarked, that most of the wells of this region contain brackish water, and travellers should be careful how they drink of them. Most mineral waters increase greatly in strength as they decrease in quantity, so that those which are innoxious after rains, may be very potent towards the close of summer. Various parts of the province here mentioned are actually covered with saline efflorescences.

‡ Travellers in the Levant, when passing the night in the open country, generally hang the horse's bridle on the high pommel of the saddle.

sacred rights of asylum and hospitality. The people, to some of whom I was known, immediately flocked about me, assuring me of their sympathy; and they conducted me to the house of the Sheïkh. I found him standing in the gateway. I instantly alighted, and running up to him, seized with my right hand the girdle of his loins, repeating aloud, "Anâ bi 'urdak;" and I kept my grasp, until he, and the bystanders, had solemnly promised to give me the asylum I demanded.*

When I loosened my hold, the good old man kissed me, and leading me into the house, seated me beside him, frequently saying with tenderness, "My son, be not afraid, you are in the house of your father." His cheerful and venerable aspect inspired me with confidence, and his paternal endearments, mixed with repeated assurances of safety, filled my heart with sensations which I cannot describe, and can never forget.

Refreshments were set before me, and I had just time to consummate the "bread and salt"—and was throwing the towel over the shoulder of the slave, who held the basin and ewer, when several of my pursuers, with their chief, entered the apartment. He imperiously demanded of the Sheïkh, in the name of his master, to deliver me into his hands. The Sheïkh replied, "This man is unknown to me. As for myself, I can have no objection to your demand,—I should be happy to do any thing that might be agreeable to his Highness, but the man was brought to me by the elders of the town. Let us see if they are content that he should be delivered up." Then addressing twelve or fifteen of the principal people, who were assembled there, sitting in the places of honour, he said—"Hear, O ye elders! our Lord, his Highness the Bashaw of Tripoli, demands that you will give this man up to him. What say ye?" On which they all called out with one voice, "No, never! Is then our 'urd† to be trifled with?"‡

When the chief of the soldiers perceived the firm tone in which the answer of the elders was delivered, he lowered his voice and said, "But what then is to be done, brothers? How can we go back to Tripoli without Ja'far? His Highness the Bashaw swore by his own head, to chastise us severely if we did not find this man."—"Well," replied the elders,—"you have found him; go, return, and relate that you traced him to Zâwîyeh, where he has claimed the protection of our Harem. That we respectfully kiss the Bashaw's hands, and will ourselves, in a few days, present him to his Highness, and we hope that at our intercession he will pardon him." "It is true," said the chief

* It is fortunate that in these despotic countries asyla are frequent, and held, in many instances, inviolable.

† The honour of the harem, or of their wives and daughters,—for the invocation of the fugitive was in the name of their chastity.

‡ These people, although tributary to the government of Tripoli, are able to maintain a sort of independence, which is a state of society very common under Turkish governments. When at war with the Tripolitans, they can give their enemies great annoyance by infesting the high roads, and by carrying off the flocks that are pastured at a distance from the villages. On the other hand, they cannot long dispense with the markets of Tripoli, in the sale of their cattle and other productions, and as a source whence to procure many indispensable articles of manufacture. Reciprocal convenience, therefore, produces a mutual desire to preserve good understanding, and out of this arises the kind of influence, which was now so generously and beneficially exerted towards Ja'far.

of the soldiers calmly, "we now know where Ja'far is, but our orders are, not to return to Tripoli without him, alive or dead. We will, therefore, be your guests till you depart. We entreat you also, to allow us to accompany you on the journey, that we may enter the presence chamber at the same time with you, and under your auspices." To this the elders assented; but as the maintenance of these twenty horsemen would be a burthen to the town so long as they stayed, it was determined that, to avoid such an expense, we should set out that very evening.

The Sheïkh, whose name was Kamûdî, was accompanied by fifteen of the principal men of the town, all well mounted and armed. These, with their servants, formed a much stronger party than that of the twenty half-starved ragged soldiers of the Pâshâ, who, by way of precaution, always travelled and encamped apart. I was treated with kindness and even distinction on the journey; and received repeated assurances of safety. When we approached the city, I suggested the expediency of one or two of the elders preceding us to announce our coming, and to obtain the Pâshâ's "Amân Allah! Râi Allah!"* for my life, before my being put into his power; but they all derided the idea and said, "Look ye, Ja'far, we are sixteen, we have each a life to lose, and we swear by the Prophet, that the Bashaw shall kill every one of us, before he destroys thee."

On one or two occasions during our journey, I entertained the thought of another escape, but I was deterred from it, by the confidence I had in the efficiency of the Power which protected me; and perhaps still more by the little prospect of being then more successful than I had been in my two former attempts.

On the eighth day after our departure from Zâwîyeh, at mid-day, we arrived at Tripoli. One of the best lodging-houses in the town was immediately prepared for the reception of the Sheïkh and his followers. Here we waited half an hour, till the Pâshâ had dined, having arrived just when he was sitting down to table.

When we were called in, I entered first: the Pâshâ immediately said sternly, "Well, thou hast to thank these 'Ulemâ for thy life, for if they had not interceded for thee, I certainly should have killed thee." I answered not a word, but felt revived by my reception. In a few seconds the Sheïkh and elders entered, and each, according to his rank, approached his Highness, one after another, kissing the hem of his garment. They then retired, without turning their backs, and stood with the upper cloak closed, and their hands concealed; the Sheïkh being the only person allowed to sit, on his legs, in the divan at the Pâshâ's feet. He now addressed his highness in these words:—"This young man has thrown himself upon the 'Urd of our whole town, and we are deputed, by every man in it, to present him to your highness, in the fullest persuasion that you will regard our 'Urd as you would your own, and in consequence, grant a free, full, and unconditional pardon; that he, and we your highness's slaves, the Sheïkh and elders of Zâwîyeh, and all the people to the four corners of the earth, may laud your highness's infinite mercy."

* *The mercy of God*, a solemn assurance that life will be spared, which pâshâs often give, and sometimes violate.

not believe that he could elicit a new idea on a subject, which so intensely occupied every faculty of my soul. He proceeded thus. "You will feign to fall sick, but that is not all. Success will depend upon the manner of doing it. At first, for a few days you will complain of a head-ache, and pain in your loins and joints, with a disinclination to motion, and repugnance to food: but you must act your part naturally, taking care not to show any anxiety to be noticed. You must then take to your bed. Here your part will be more difficult to act well. It might create suspicion if you were yourself to go to the apothecary's shop for drugs; I have therefore prepared them for you. I hope they will not make you sick in reality. Each of these papers contains an emetic, and you must swallow one previous to taking to your bed.

"On the eighth day, feigning a favourable crisis of your disorder, get up and walk about the palace for several days, like a man just recovered from a dangerous sickness. You will avail yourself of this interval to recruit your strength, by using and abusing the liberty of a convalescent. Four or five days after, you will swallow the other emetic and take to your bed again, feigning the greatest prostration of strength and delirium. In the night of the second day of your relapse, at the hour of the first sleep, (about midnight,) when all is hushed in the palace, you will easily saddle and bridle a horse, and carry him off without waking the grooms. I will wait for you on the outside of the town-gate.* Do as I bid you exactly, and I will answer for it, that should any one happen to see you, he will say within himself, 'This is Ja'far's ghost,' but will never fancy it to be Ja'far himself."

[To be concluded in our next.]

VOX POPULI.

THE *Vox Populi* is proverbially changeable and capricious. Its versatility was seldom if ever more strongly exemplified than in the case of the late Lord Howe, *before* and *after* the glorious 1st of June. The writer has seen that gallant seaman and accomplished tactician driven out of the Pump-room at Bath, by the hisses and jeers of the motley group that assemble there, the walls echoing with the epithets, "My Lord Torbay!" "The Channel Pilot!" "The Featherbed Admiral!" "He fight! what will he fight? Nothing but the mice or old women of France!" *After* the 1st of June, the enthusiasm in his favour was, if possible, more violent and equally as inconvenient to his Lordship. He was, on his next visit to Bath, literally carried into the Pump-room, the air resounded with cheers in compliment of his deeds, and he could not stir without being assailed by the deafening shouts of applause of those who a few months before had been loud in their execrations against him.

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* The gates of most Turkish towns are carefully shut soon after dark, and not opened till daybreak. At Tripoli, however, there is a small sally-port door, between the wall of the castle-court and the harbour, usually left open. We have more than once entered by this passage at night, and it is doubtless the one here meant. The stables are built against the wall around the court-yard, and the principal obstacle which Ja'far was likely to encounter, would be the numerous dogs who guard the castle-gate.

A VISIT TO THE ISLAND OF ANTICOSTI.

DURING THE SUMMER OF 1829.—BY A NAVAL OFFICER.

The discovery of the St. Lawrence is attributed to Certireal, a Portuguese, in a voyage undertaken by him from Lisbon, in 1501, for the discovery of a N.W. passage to India. This navigator is supposed to have continued his course along the coast of Labrador, which he named, to the northward as far as Hudson's Straits, the supposed termination of the fabulous Straits of Anian in the Atlantic. The first accounts we have of the island of Anticosti, are in the voyages of Cartier from St. Maloes, in 1535, a period like the former, in which this species of enterprise met with less encouragement in England than at foreign courts. In the account of his voyages, this island is called Assumption, a name which he expressly gave to it. Intercourse with the natives, however, seems to have been the means of perpetuating the original name Naticostec; one which assimilates closely with the language of the Indians, and of which Anticosti is a very fair imitation.

This island, the terror of vessels trading to Canada, is about 130 English miles in length, 40 in its broadest part. It is situated in the midst of the vast estuary of the St. Lawrence, dividing its entrance into two channels, from twenty to forty miles in width. It is nearly a hundred leagues in circumference, and at a distance seems to possess fine extensive forests, but on a nearer approach the illusion vanishes, and the trees dwindle into mere dwarfs of the birch and pine species. The latter never exceed fifteen inches in diameter,—a circumstance that may be attributed to two causes: want of soil, and severity of climate. There is, however, no deficiency of underwood, or wild flowers, which in the summer season enliven the ravines, the former with their crimson berries, the latter with their variegated colours; and edible plants of various descriptions are found flourishing in a wild condition.

The geological formation of the island is entirely a shell limestone, mixed with clay. The limestone, which is of apparently the same age as that of the Manitoulin islands on Lake Huron, dips to the south-east at a considerable angle. It contains many of the same organic remains as the Manitoulins, such as Encrinites, Orthoceratites, and others. At the south-west point of the island, in which Ellis Bay is situated, this rock may be almost considered one complete mass of animal matter, being wholly composed of Encrinites. In the vicinity of Ellis Bay, there are some small tracts worthy of cultivation, but the frequent occurrence of frost during the night, even in the middle of summer, checks the progress of vegetation, the crops are nipped in the bud, and little or nothing ever arrives at perfection.

The southern side of the island is in general from twenty to fifty feet high, and fringed with rocks and shoals, which render it dangerous for vessels to approach. It is covered with trees to the water's edge, and abounds in small lakes and ponds, the retreats of a vast quantity of wild-fowl. Although containing nearly three hundred miles of coast, Ellis Bay, situated at the south-west part, is the only one that will afford any protection for vessels; and those only of the smallest dimensions. Indeed, the anchorage in it is so limited by the shoals projecting from either shore, that it is generally termed a cove; and for the

protection it affords, is partly indebted to the reefs at its entrance. A small stream, called Gamâche river, steals into the bay at its inner extremity, close to which, on the declivity of the first ridge of rock, stand the huts of the Canadian family charged with the care of the provision-store. This is maintained by the provincial government, for the relief of those who may have the misfortune to be shipwrecked near it. Here we landed, and were hospitably entertained by Mr. Gamâche, the person in charge of it. Another family has the care of a similar establishment at Fox Bay, situated at the opposite extremity of the island, and a third at Shallop Creek, on the south shore; these constitute the whole of the inhabitants of Anticosti. At the establishments, fine powerful Newfoundland dogs are trained for the purpose of hunting bears and foxes, which are numerous in the island. These dogs will keep the animals at bay, while the hunter deliberately shoots them. Martens and sea-otters are also in great plenty. They are all hunted for the sake of their furs; but the flesh of the bear is used as food, the largest of them yielding three hundred weight. The tracks of these animals are seldom to be seen in the winter, during which they live in the hollows under rocks, and the roots of trees. In the first of the spring, they sally forth from their dens to the coast in search of sea weed and dead fish; and have been seen in herds on the shore tossing it up with their snouts like swine.

At this time, hunting-parties resort to the island for the purpose of killing them, in common with the other animals, as well as for the purpose of taking salmon, which are very plentiful in the numerous rivulets that rush down the ravines from the middle of the island. These, when dried, form a valuable article of commerce. The foxes are of two kinds, the red and the silver gray; the skin of the latter being an article of much value; indeed, was it not for the advantages the island affords in the trade of furs, seal oil, and dried salmon, Anticosti would be little frequented. Its climate is most severe, not a month passing without frost. In the month of June, ice has been formed of considerable thickness, and the snow-drifts increase to such a depth, that the summer is far advanced before the snow disappears. The frost during the winter is seldom interrupted. It commences generally in the middle, but sometimes in the early part of November, and continues till about the middle of March. During this time, the thermometer usually ranges from 20° above to 20° below zero; thus making 52° below the freezing point. The shores of the island are then surrounded by ice, and all communication with them is entirely cut off. We were informed, that even the sea to a considerable distance could seldom be seen on account of the ice which covered its surface.

We left Ellis bay, and continued our course towards the south-west point of the island. Here we observed an unusual quantity of wreck, which induced us to anchor. On landing we found pieces of lower-masts, fragments of keel, and timbers, blocks, and pieces of rope, as well as quantities of deals, and staves scattered about in all directions. Whilst we were roving among these vestiges, a grave, which seemed to have been recently made, suddenly attracted our attention. The body was wrapped in canvass, and had been so superficially covered with sods of turf, that we could see it distinctly. Those who had buried it seemed to have had nothing better than staves for the purpose;

as the pieces of rock were only covered with a few inches of soil. A shattered pocket-book lay near it, which had evidently been washed on shore, and by some writing, not quite obliterated, it had belonged to the master of the vessel, the fragments of which lay about. Soon after we met with a board, on which was painted the name, "George Canning of Liverpool." We had been informed at Ellis bay of the loss of this vessel, accompanied with the following tragical details. In a tempestuous night of the preceding November, when endeavouring to get clear of the river, she struck on the south-west point of the island during a snow-storm. So violent was the shock, and such the force of the surf, that the few persons on deck were obliged instantly to seek refuge in the rigging, to prevent at once being washed away. Those below were compelled to do the same by the sea, which filled the vessel so rapidly as to allow of no time for preparation. In this state they remained till, drenched by the spray, and covered with the drifting snow, they were unable to preserve their hold, and dropping from the rigging one by one, the master and seven of his crew miserably perished. Daylight and more moderate weather enabled the rest to get on shore, where they found a direction board, which informed them that there was a provision post to the westward, at Ellis bay. Bereft of all they possessed, but grateful for their deliverance from the fate of their less fortunate companions, they directed their steps towards it. They were ill prepared for such a journey, being but half dressed, and some even unprovided with shoes. The sharp edges of the rocks, which were half concealed by the snow, lacerated their feet; and the precipices, which they frequently met with by the water-side, obliged them to leave the shore, to find their way as they could through the woods. Worn out by fatigue, cold, and hunger, they had scarcely travelled the distance of six miles, when they were overtaken by night; destitute of the means of making a fire, or of providing for themselves even a shelter from the cold. The severity of that night would have terminated their sufferings, for they were fast sinking in despair, when they were providentially discovered by a person named M'Ewen, who resides in a hut at the provision-post. This man had previously been wrecked on the island in a schooner, and since that time had followed the occupation of hunting, which had made him familiar with its unbeaten paths and unfrequented wilds. Cheered by his unexpected appearance, they rallied their remaining strength, and with difficulty succeeded in reaching his home, where the attention and care which they received completely restored them. They were eventually conveyed to Quebec in a schooner, belonging to Mr. Gamâche, who purchased the wreck. It is customary to burn the remains of wrecks for the purpose of obtaining the copper and iron-work! and even in this sort of traffic considerable sums are realized. Such was the fate of the George Canning of Liverpool.

During the time we were on shore, the weather had completely changed. The S.W. wind blew directly on the coast, and as we had strayed unconsciously to some distance from the place where we landed, we found on returning that the vessel was under sail. We quickly embark, and our vessel stands towards the boat to receive us. Suddenly she springs up to the wind, dashes the spray from her bow, and displays her bright copper, as she rises gracefully to the swell.

We are on board; our boat is secured, and sail is made to gain an offing for the night. The breeze freshens; sail is reduced, and the sea flies in jets of foam from the weather-bow. The sun sets with a deep red colour behind a bank of clouds. The elder seamen watch its descent; they read the sky as if it were a book, and consult their experienced chief. They remark with looks of satisfaction that their little vessel has gained so far to windward, that Anticosti appears like a line of blue mist along the horizon: whilst to the southward are plainly discerned the mountains of the south coast capped with stormy clouds, fit seat for the genius of the coming storm. The gale increases and sail is still reduced. It is now the warmest season of the year, and yet we are clothed in flushing and flannel.

The next day (1st August) we found ourselves, as we expected, at no great distance from the S.E. point of Anticosti. The gale had ceased, and was succeeded by a light wind. The fog hung round the island, and at times completely hid it from our view; while the south coast of the river, at the distance of eight leagues from us, was distinctly visible. As we approached the island, and became immersed in the fog, all was gloom; and as we left it, all was cheerfulness and light.

A merchant ship was sailing up the river near us; one-half of her only was in sight, the other half invisible in the fog. As the day advanced, we made rapid progress, with the assistance of a light breeze, towards the eastern point of Anticosti. On nearing it we were at once surprised and gratified by its appearance. Hitherto we had seen nothing but a low shelving coast of sand, or flat limestone; but the east point presented a high, bold, and picturesque cliff of the same rock, rising majestically to the height of several hundred feet from the sea that washed its base. The cliffs in some parts overhang the water, their summits being covered with a small pine, checked in its growth, and half withered by the freezing blast of protracted winter.

This part of the island possessed more than ordinary claims to our attention, being that on which the unfortunate crew of the Granicus had found their miserable and untimely fate. The accounts of this sad event were yet fresh in our minds, and we had previously determined on visiting Fox Bay, the scene of their suffering. It is a pretty little bay, about a mile in depth, exposed only to winds from the north-east. It affords ample space for schooners of about sixty tons, which come here to fish, but more frequently to plunder wrecks. These vessels come from the Magdalen Islands, Chaleur's Bay, and amongst them are French and Americans, from the harbours of St. Pierre and Miquelon. The north-west point, forming the entrance of this Bay, is a bluff limestone cliff: the south-east point is of the same rock, but low, with a dangerous reef running off it. Over this we ran into the bay, and were guided by the rocks at the bottom, which we could plainly see. On the west side of the bay is a fine sandy beach, and in the upper part an outlet to a small lake, which runs back to the northward behind this beach, leaving a long slip or isthmus covered with trees, excepting in one part, where they have been cut down. On this clear part stand the two buildings which form the provision post. We found it re-established and occupied by two Canadians, who were provided with a large stock of pork, flour, and peas.

The day was beautifully fine; the sun appeared in all his splendour,

and his rays were tempered by the cool breezes of the Gulf. All nature was clothed in her gayest attire; the brilliancy of light reflected from every object around, exhilarated our spirits, and we felt happy we knew not why. Like all earthly joy, it was but transient. On looking around, a profusion of half-decayed articles of male and female attire soon attracted our attention; and amongst others, children's frocks, and a hammock deeply stained with blood. With these vestiges before us, the scene with all its horrors recoiled on our minds. Here it was that the unhappy crew and passengers of the Granicus had escaped the calamity of wreck, and had safely effected a landing to find only a more dreadful and protracted death. With joy for their deliverance, they had reached the huts before us, and fondly, vainly expected to find relief. What must have been their feelings, when, having escaped the fury of the waves, they found but empty walls, and this in the month of November, the ground covered with snow, and the sea with ice, so as to render all hopes of relief impossible till the following spring! What must have been the feelings of the unhappy mother, doomed to witness the last agonies of her offspring; to see them perish slowly and gradually, the victims of cold and famine, ere her own superior strength became exhausted, and a period put to her own sufferings! The impression was too complete. The tear of pity started as we turned from the painful sight, and hastened to leave the polluted spot. But let us refrain from pursuing farther this tale of sorrow, with the chain of all its aggravating horrors; it has been already told, and the measures are adopted which we trust will prevent its parallel ever occurring on the island of Anticosti. Various rumours are abroad relating to this event, and circumstances have transpired which have occasioned its investigation. It is perhaps extraordinary that no exertion was made by these unfortunate people to reach the nearest provision post; but this might have arisen from their ignorance of its situation. All their valuables were found with the bodies, and even in the hammock several gold coins were discovered carefully tied up,—a circumstance which would go far towards removing the impression, that they had met with any other end than that which would be the certain result of their wretched situation.

As we passed along the northern coast of the island, we found it very different in feature from the southern, and entirely so from the idea we had formed of it. Instead of a low shelving coast with dangerous reefs, this was bold and high. Instead of a sameness which rendered it difficult to distinguish one part of it from another, we had here well defined headlands, high parallel ridges, and deep valleys, each of the latter having a small, clear, and rapid stream of water issuing into the sea through a sandy beach in the interior of a small semicircular bay. The water is both fresh and pure. Every point terminates abruptly in a magnificent limestone cliff, rising vertically from the sea sometimes to the height of 500 feet. The limestone is very white, so that, with the sun shining on them, they bear much resemblance to the chalky cliffs of Old England.

SIERRA LEONE IN 1827.

BY AN OFFICER IN THE ARMY.

TOWARDS the end of October 1827, I embarked at Gravesend, with a volunteer for Sierra Leone, in the ship C——, of 500 tons burden, chartered by Government. On board I found an officer lately appointed to the African Corps; three merchants belonging to the colony, who had returned to England some months before to renovate health, and make purchases for their stores; and a young man, a relative of one of these adventurers, going out as clerk and partner. Next morning we set sail, and in a few days the "chalky cliffs of Old England" disappeared from view. On the voyage, the usual means *pour passer le temps* were resorted to. Some read, others played cards or backgammon, and the weather was in general so favourable, as to allow the enjoyment of the healthful and fitting exercise of dancing. For my part, being naturally attached to books, and aware of the *ennui* of a sea voyage, I had procured as many interesting works as I thought would engage me till its completion, and my time was chiefly employed in reading. I had just left a comfortable home, and, contrary to the wishes and inclinations of my friends, preferred Sierra Leone for some months, rather than remain for as many years in the almost equally unhealthy climates of the East or West Indies, to one or other of which I was otherwise pretty certain of ultimately going. Fully aware of the risk about to be encountered, I suffered no thoughts of a depressing nature to take possession of my mind; yet, occasionally, home and the dear friends I had left behind, perhaps for ever, came insensibly before me, and I then could not help cherishing the many associations that their remembrance excited, nor avoid, at times, coupling them unfavourably with my present destiny. But I had every reason to expect a speedy return, and this contributed not a little to render every idea of dread or danger of the climate transitory. Rules were laid down for my guidance, but I had them from men who fancied that abstinence, rigid abstinence, was the grand prophylactic of all inter-tropical diseases; I soon, however, was enabled to judge for myself, and my fellow-adventurers of better experience were of more use to me in this respect than the followers of Esculapius. To live neither too abstemiously nor too freely, to steer a middle course was their maxim, and a few months' residence proved to me it was the more correct.

It was the 23d of Nov. that first brought the Gold Coast to our sight. At three o'clock in the afternoon, a man employed in the rigging proclaimed the welcome words, "land ahead!" All eyes were turned in the direction, and in less than an hour Cape Sierra Leone appeared from the deck, like a cloud in the distant horizon. The breeze now died away, and the blue waters seemed at rest; twilight, so short in the tropics, rapidly fell into darkness, and Cape Sierra Leone soon became invisible. We lay all night motionless, and in the morning there was not a breath of wind afloat, even so much as to waft a feather; the sun shone forth in all his dazzling splendour; every cloud was dispersed, and as his altitude increased, the heat became most oppressive: although we had a strong, thick awning, I found it *impossible* to remain above a few minutes on deck, without experien-

cing violent throbbings in my temples, so powerfully and freely did his rays pass through the burning canvass over head. A lasting calm was now dreaded, and at a period too when a few hours' sailing would bring us to our long-looked-for haven. Our fears, however, were of short duration. About three o'clock in the afternoon, the sea-breeze, as it is called, sprang up, and we made good progress for three hours. At six o'clock we were again becalmed, but the monotony of the former day was now changed for a lively and engaging scene. Numerous canoes, filled with Kroomen, came alongside, seeking employment from our captain, or offering themselves to us as *domestiques*, and after obtaining permission, these industrious men boarded us. To a person unaccustomed, as I was, to such scenes, nothing can be more interesting, and if he be contemplative, many reflections arise and occupy his mind: he sees for the first time beings, as it were, of another world, and has an opportunity of observing man in his simplest state; yet he can perceive no difference in his innate faculties, for man at heart is the same, and he can only mark by comparison the changes wrought on him by civilization.

These men come from a country south of Sierra Leone, to which they resort for employment. They are, generally speaking, tall, strong-built, muscular men, active and more intelligent than their neighbouring tribes. Their countenances are open and manly, their foreheads high and well-developed: they are not so dark as the more inland African; the skin is in almost all of a deep brown, but in several of a copper-colour. In their manners and habits they bear a resemblance to the water-carriers in Lisbon. They are strongly attached to their own country, and to each other, so much so, that when torn from their homes and their friends, for the purpose of slavery, they have frequently been known to destroy themselves, and invite death by the most cruel privations. They make the worst of all slaves; they become dull, and, moreover, fall off in grief, and never forget their freedom, of which they have the highest opinion. Ask a Krooman what he is, and he naturally answers, "me freeman;" tell him he is a slave, and he resents it. They came to Sierra Leone, previous to 1826, in great numbers, creeping along the coast in canoes, hollowed out of the trunks of trees. In that year Sir Neil Campbell deemed it prudent to send many hundreds back to their own country, in consequence, I believe, of want leading to the commission of many crimes of a serious nature. As many as it was thought would be sufficient for the service of the colony, were allowed to remain, and supplied with tin tickets, numbered as our porters. They are the people principally employed in lading ships with teak up the river, and by the merchants in the town; they work hard, and, with few exceptions, are honest; they are careful of their money, and seldom spend it on spirits. They have occasional feasts among themselves, and a *head-man* of their own number, on whom they seem to place the most implicit confidence: all grievances are generally referred to and settled by him. Their chief *game* is wrestling, and they seem to rely more on strength than art, though some are very dexterous. At Sierra Leone they generally remain only three or four years, if successful; they then purchase some articles of European manufacture, and returning home, become traders, and men, it is said, of some influence in their country. The height of

a Krooman's ambition, when at Sierra Leone, is to have a hat and jacket; procure him these, and you make him happy. It is amusing to see some of them on a Sunday, strutting along with all the self-dignity of a Bond-street buck, dressed in a worn-out chapeau and cloth jacket, without nether garments, with no other article of clothing, except a loin-coverer.

Early the next morning I was up on deck, and had a clouded view of the Cape and adjoining land. It was a perfect calm, and we had only shifted our position during the night by the tide, which carried us a little nearer. The sun had not yet dappled the east; the air was cool and refreshing; but a thick mist overhung the surface of the waters, and enveloped the promontory. As soon, however, as he began to show his influence, the scene became more and more picturesque; a light breeze arose, and we gradually approached the shore. At ten o'clock we were off the Cape, and for the first time, Freetown opened to the view. Between the Cape and the town, and forming one extremity of the bay, there is a projecting tongue of land called King Thom's Point. Between this point and the more remarkable projection, the Cape, the scene is truly beautiful, and I think I shall never forget the impression it made on me, as we tacked our course into the harbour. The beach, at one part perfectly white, consisting of large round pieces of rock, and shelving gradually up from the sea, is backed and flanked by a copse of brushwood and jungle; rising far above which are seen numerous palm-trees, spreading out their long, weeping leaves. The contrast between the dark green in the back ground and the white shore is truly fine, and the whole has more the appearance, though none of the stiffness, of what one may conceive exists in an ingeniously laid-out Chinese garden.

Immediately on reaching this point, several boats, with acquaintances of my trading companions on board, came alongside. Their number was no doubt greater than usual, as no ship from England had arrived for six or eight months before, and the eagerness for news nearly drew out the whole of the white population. With two exceptions, the unhealthiness of the climate at once pourtrayed itself in their countenances. The sickly season had just terminated, and the pale, sallow, ghastly faces that presented themselves, failed not to exhibit its effects. A volunteer of the Royal African Corps, who was then acting Fort-Adjutant, boarded us for the Government dispatches. He had just recovered from fever, but his convalescence was slow, and he looked wretchedly ill. My fellow tyros, who were about to be *initiated*, could not help noticing these ill-omens; they were but too evident, and one gentleman was so much affected, or in the language of seamen, taken *aback*, that he determined on returning home by the next ship. A circumstance I shall presently advert to contributed to hasten this, though I believe his intended brief visit was never carried into effect, solely because his resignation would not be accepted!

Eager as our visitors were for news, the returning absentees on shipboard were not less inquisitive, and, after the usual greetings were exchanged, the first question I heard asked was, "who are dead?" The sickly season, I have already mentioned, had just terminated, and, considering the many deaths that then occur, the question, though a damper to the new-comer, was very naturally the first, and one not to

be wondered at. Here followed a long, melancholy list, at the head of which stood poor Sir Neil Campbell. Among the number was a gentleman of the medical staff, whom I had seen in all the gaiety of youth ten weeks before in London. He died, I was informed, three weeks after his arrival. We were at college together for two sessions; I knew him well, and his death affected me very much. Rigid abstinence, his diet consisting principally of vegetable food, predisposed him to the endemic fever, and a few days' illness sufficed to terminate his short and mortal career.

On passing King Thom's Point, you are in the bay of Sierra Leone; a tolerably well defended and good anchorage, formed on the opposite side by the Bullam shore.

Freetown, the capital of Sierra Leone, is situated at the mouth of the Mitomba, or Sierra Leone, on its left or southern bank, in long. 12° 30′ W. lat. 8° 30′ N. The whole town is enclosed in a semicircular ridge of mountains, rising not far from the river, and at the town, taking a turn backwards, they form a kind of crescent, appearing from the anchorage to terminate in the Cape. Behind the town they are thickly wooded, and in many places clothed to their very summits in brushwood and jungle.

I had formed a very erroneous opinion of the scenery of this portion of Western Africa, and expected, in common with others, to see nothing but a bleak and barren country, at once betraying its inhospitality. In this I was much deceived. The bright blue sky; the luxuriance of inter-tropical vegetation, appearing to cover almost every untrodden spot, and producing colours vying with each other in richness and beauty; the lofty, green mountains in the distance, varying in shape and size, and the stately palm-trees, here and there waving their spreading leaves, conspire in forming a scene that beggars description. On approaching Sierra Leone in the dry season, all idea of its unhealthiness vanishes; you think it a paradise, and say, here may I live to a good old age; but it is as a wolf in sheep's clothing, and he that lives in it two or three years, is one of the few who make a miraculous escape.

At noon, my military friends and I landed. It was oppressively hot, and the strong glare of the sun, reflected from every surface, had a painful influence on my eyes, which lasted several days. We immediately proceeded to report our arrival to the commandant of the garrison. The steep hill ascending to the barracks made this no easy matter, and we were obliged to procure horses to enable us to succeed with any comfort, or to avoid an unnecessary expenditure of cutaneous exhalation. For mine I was indebted to a kind-hearted Irishman, an hospital-assistant, who has since been numbered with the dead. To describe particularly the objects that strike a visitor to Sierra Leone, would occupy much more room than is intended for this sketch, and, indeed, would not compensate the reader. On landing, the first building that arrests the attention is the Commissariat store. It is a large stone structure, scarcely more than fifty feet from the beach, built on arches, and consisting of three floors, the upper of which is furnished with a broad veranda, and divided into apartments occupied by the officers of that department. In going into Freetown from this, the usual landing-place, you ascend a flight of stone steps, or keeping to the right an irregular rocky footpath. If you take the steps, you

have close, on the right, the Commissariat store, and, at the top, on the left, Government House, a hired stone building, presenting nothing peculiar, pretty capacious, and constructed like most houses in Sierra Leone, with verandas, and, with a few exceptions, windows without sashes. The next edifice of any consequence is the church. It is a plain, rather neat structure, built in the gothic style, with a coarse sea-sand stone abundant everywhere. Only the mason-work was finished in 1827, and the walls had been standing for many years, with little addition to the interior. It seemed destined never to be completed, although it had already cost Government £60,000, and time was beginning even then to work a change on it. Passing the church on the left hand, and going towards the barracks, you have at about sixty yards distant on the opposite side of the street, or, to speak more correctly, of the road, a neat white-washed building, with green painted jalousies, the residence of the principal medical officer. Proceeding in this direction you come upon the fort, an almost dilapidated work, mounting six or eight guns. Close to it, and on the right, is the "Pavilion," a round building, rapidly falling into decay, formerly the mess-room of the African Corps, and now the quarters of one or two staff medical officers. Rather more than half-way between the fort and barracks, and situated at the bottom of the hill on which they are built, stands the hospital for the White troops, an oblong square stone building, consisting of two large wards with broad verandas, and capable of containing upwards of sixty beds. The barracks are considerably elevated, being built on a rising piece of ground, 400 feet above the level of the sea. They have rather an imposing effect from the bay, and the approach to them, though fatiguing, is good. They consist of three detached buildings, one occupied by the officers, one by the European, and one by the Black troops of the African Corps. Their material is English brick, and, I believe, American fir, and the expense of building them was enormous. Their site, though perhaps one of the best that could be selected, has many objections, not the least of which is, that there is no spring in the immediate vicinity, and the supply of water is rolled up every morning in casks, with immense labour, from a spring near the shore at one end of the town; they are also enveloped in a thick mist, (a circumstance which in a climate of this sort is a weighty objection,) that rolls down from the mountains in the neighbourhood, and fills the deep ravine immediately in the rear. There can be no doubt, among those acquainted with the topography of Sierra Leone, that the best of all situations for the barracks would be the flat at King Thom's Point. Here they would be nearly surrounded by the sea, and fully exposed to the breeze before it passes any track of land; water could be obtained in abundance; and had they been built on this spot, Government would have saved, I have heard it stated, a fifth of the expenditure incurred in selecting the other.

The following appears to be the strength of the coloured population of Sierra Leone, agreeably to the returns of 1826:

Nova-Scotians	576
Maroons	638
West Indians and Americans . .	141
Discharged soldiers	945
Liberated Africans	10,716

The European population, exclusive of the military, but including every other department, amounted in 1827 to somewhat less than one hundred and forty persons, and in September of that year there were of

Black troops	510
White ditto	232

While in Sierra Leone, time hung heavily on my hands. The scene is one of unvarying monotony, and a person who is at all careful of his health must confine himself to his room from eight o'clock in the morning till five in the afternoon. There is no society, except that afforded by your few brother officers who are able to leave their rooms; and melancholy is the daily meeting at the mess, for the conversation invariably turns on the ever-present sights of death and sickness. There is, to be sure, a library, but of such trash!—and then the deep gloom that hangs on all completely unfits the mind for any salutary exertion. All think only of home and the ill-fate that sent them to the "charnel-house of Africa." Nostalgia is a universally reigning disease among all classes of the military; and the desire once more to plant the firm foot-step on dear England's sunny land, can be equalled only by the anxiety with which the expectant criminal, day after day, waits a reprieve.

A few days' residence in Freetown, and a ride in the neighbourhood, soon undeceive you as to the apparent fertility of Sierra Leone. You no longer observe that luxuriance of vegetation so striking and beautiful from shipboard, and you begin to revert to, and think of, the correctness of your first anticipation of the scenery you had previously pictured in your mind. The soil is barren and rocky, except in some spots "few and far between." Here and there the coarse red granite, forming the rocks and hills in and about the town, peeps above a thin stratum of a reddish-brown earth, strongly resembling iron-rust, and staining every article of dress with which it comes in contact. In the town and on the way to the barracks this is remarkable, and during the dry season scarcely a trace of vegetation is to be seen anywhere. Long rank grass is, however, abundant, wherever it is allowed to take root, during the rains, and as long as the earth remains moist; and at the road-side, by the fort, you see plenty of the indigo plant growing unheeded. There are some orange-trees in the town and environs, and their fruit is of the most delicious richness. There are, also, numerous lime-trees in the wooded surrounding hills; and pine-apples, the largest and most delicately flavoured I have ever seen, are so plentiful in season, that you may procure them in the market-place for a penny and three-half-pence each. Bannanas are equally abundant and rich; and besides these, you have an excellent fruit resembling the melon. The chief articles of culture are, rice, cassada, and plantains, and on these the coloured population principally subsist. Grapes grow by care, but their inferiority and scarcity do not compensate for the trouble required in raising them. Tobacco has been cultivated, but with poor success. One gentleman has succeeded in rearing ginger in considerable quantities and of a description not inferior to the best West India. The coffee and tea plant are to be seen in some places, and particularly on the face of the hill rising up from the ravine in rear of the barracks; but the produce of either is so scanty as scarcely to merit attention, and, at all events, not sufficient for exportation. Indeed, I know of no

exports from Sierra Leone, except of teak, camwood, and palm-oil; and, in a political point of view, there is no sufficient reason for Government retaining a colony so destructive to human life and burdensome on the country.

Some months after my arrival, Capt. D——s,* a gentleman whose kindness and affability are only equalled by his knowledge of the world, and a Mr. ——, of the Civil department, arranged to visit the villages in the neighbourhood. I was kindly requested to accompany them, and, desirous of seeing more of the colony, I did not fail to embrace so favourable an opportunity. The rainy season was rapidly approaching, and delay would be fatal to the project. We accordingly set off in a few days, long before sunrise, and an early hour found us at Regent. From this we proceeded to Bathurst, Waterloo, Wellington, and Kissey, by roads, now direct, free, and open, now mere footpaths, narrow, tortuous, rugged, cut through the woods, and so closely hemmed-in by the surrounding trees, and covered overhead by the intertwining branches and parasites, as scarcely affording room for the horses and riders to pass, yet defending us so admirably from the sun's rays, as to enable us to proceed on the journey with comfort. Still, as we made our exit from under these shades, his power was doubly felt, and we had almost wished for their absence. But it is not my intention to detail the particulars of this tour; I notice it merely to convey an idea of these villages, and the manner in which the liberated African is located. Their site appears to me to be generally bad. One, I forget which, is at the bottom of a deep ravine, and in every direction you can see little but bare rock. Each village consists of a collection of huts, built either of wood or mud, some few, of irregular pieces of stone, and thatched, or covered by shingles. To each hut is attached a small portion of ground, on which occasionally may be seen plantains, cassada, or bannanas growing: but *seldom do you find the inmate at labour of any description;* more frequently is he seen basking in the sun, or bringing forth the most discordant notes out of an instrument like a school-boy's bow, striking the string with his fingers and managing to vary the strain with the lips and the teeth. *The indolence and ingratitude of the liberated African are proverbial. It is impossible to get him to work beyond what is just necessary for his own support; and tell him the English have made him free, that they have clothed and fed him, the only return he gives is, "True, but me no ask white man for that." He has no idea of comfort; and if he can procure by one day's labour rice sufficient for a week's sustenance, he commits himself to repose for the rest of it, nor will any inducement except want force him to renew it.*

My visit to these abodes of sloth, brutality, and wretchedness, was productive of little good. I indeed gained some insight into the misspent philanthropy of my benevolent countrymen, and my eyes were opened to the deception long practised on their credulity. In two days I returned to my quarters. The exhaustion attendant on the most trifling exercise from the excessive heat, and no doubt exposure to miasmata in passing through the brushwood, sowed the seeds of fever.

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* Captain Douglas, barrack-master;—within these few months also numbered with the dead.—Ed.

Next morning, the incipient symptoms of that demon of Sierra Leone, made their appearance. My pulse beat quick, a languor gathered over my whole frame, I was confused, chilly, listless, and seized with an idea certainly not the most favourable to a speedy recovery. A brisk emetic, however, followed up by some other medicine, had the effect of checking these forerunners of evil, and I had the rare felicity, after two days' slight illness, of escaping without serious injury.

The rains had now set in, and I remember with a freshness as if it occurred yesterday, the first tornado. I had been prepared for it; for the sable clouds collecting in the east during the afternoon, foretold the coming storm, and in every direction might be seen the poorly-domiciled native taking every precaution to withstand its well-known violence. How awfully grand is it at all times to hear "Heaven's artillery thunder in the skies;" but it is in the tropics, where every peal seems louder than another and another still, and every flash displays objects far and distant in the clearness of noon-day, that the effect is truly terrific. This was the first I was about to witness. I wished, and yet I feared its coming. Four hours after sunset the wind gradually arose, and a broad sheet of cloud, dark as ink, was seen slowly advancing, and veiling the blue sky to the west. It soon became a complete hurricane; the house shook to its foundation, and the vessels in the harbour were driven from their moorings. The cloud was now seen passing rapidly along, and from different points the lightning flashed in vivid streams, and darting into the water and ground, seemed to return with inconceivable speed to its original site. The rain now fell in torrents, and in a few minutes every fissure became the bed of a stream. It rained incessantly for an hour, and the storm died gradually away, and was succeeded by a calm still as death.

Day after day passed away, and the friends on whom I depended for a change seemed to have forgotten me. I let slip no opportunity of reminding them of their promises; and four weeks after the first rain had descended, I had the inexpressibly satisfactory intelligence of promotion into a regiment of the line, and orders to return to England, happy England, by the first ship. An opportunity soon offered, and I as speedily proceeded to embark. It was late in the evening when I bade adieu to Sierra Leone. The silver moon threw her pale soft light over that scene of carnage; not a sound was to be heard save the chirping of crickets, and the hollow murmur of the rushing swell upon the beach; and as I turned my eyes back, as our swift bark receded from the shore, methought that that light wrapped it in additional horror. My heart uttered a short ejaculation to the Giver of all good, and my only regret was, that some less fortunate companions were doomed still to remain behind. An eight weeks' voyage brought me safe and in good health to Gravesend, and I soon received the congratulations of my friends. How many of my most intimate acquaintances have since perished in the "worse than charnelhouse of Africa." Poor G——! Poor O——! Poor S——! But why need I extend the melancholy catalogue: nearly all are already under the fatal plum-tree, and of the few that still weather it out, I will venture to say, not one enjoys the blessing of *health*—a stranger to the colony of Sierra Leone.

M.

PARKER, THE MUTINEER.

THE period has long since arrived that all irritation and excitement have passed away relative to the mutiny at the Nore, which ultimately extended itself to almost all the naval stations in England, and at one time threatened the integrity of the British empire; and consequently, a word of palliation at least may be offered towards the memory of one who bore so prominent a part in it as the individual at the head of this paper, and who expiated with his life the breach of duty he had committed. Parker's mind was of a warm temperament, and was readily operated upon by the intrigues of the designing. He was by nature open and candid, and consequently credulous. In short, he was just the sort of man to be made the dupe of the knaves who unfortunately got on board the fleet by the contrivance of the then "Corresponding Society." Mr. Pitt's quick perception, almost immediately upon the mutiny breaking out, traced its origin to the measure of the Government which introduced landsmen into the naval service under the appellation of "volunteers." The military marine of the country was to be increased by every practicable means; to assist the impressment and to complete the complement of this great branch of offensive and defensive warfare, volunteers were offered bounties to join it. This was too favourable an opportunity for that hotbed of revolution, the "Corresponding Society," to pass over for the seduction of our gallant tars from their duty; and consequently, a number of their emissaries were sent on board the fleet, under the mask of volunteers. These men received their bounty and did their duty only as a cloak to cover their real design, which was to draw aside the sailors from their allegiance. The object of these men was to find fault with every thing they met with on board, and to spread discontent throughout the respective ships' companies. Of course, when men set out with a determination to cavil, the best human institutions cannot stand the test of such partiality. Plausible motives for discontent at any rate might be met with, and probably real abuses might exist. It is not necessary now to discuss that point. They were, however, hunted up in abundance by the agents of the Corresponding Society. The provisions were bad; the allowances were short; the pursers were fraudulent; and various other chords were touched which it was known to these designing demagogues would vibrate upon sailors' hearts. Parker's mind was worked upon probably by two distinct objects,—the desire of redressing what he conceived to be the grievances of the sailors, and at the same time, he was desirous of taking the command of the fleet, so that he might use the influence he possessed in controlling the delegates, and checking the progress of the mutiny. His connections, even at this day, declare the latter to have been his only motive in assuming the authority that the mutineers offered to him. However that may be, we believe there is little doubt as to his anxiety, when he was placed in the critical situation of Commander of the Fleet, during the mutiny, to employ all the means within his reach to prevent extremities. The opinion of many still is, that on that account Parker ought to have been spared; but he had taken a step, whether arising from an error of the head or heart does not matter, as far as regards subordination, too decisive to be overlooked.

Strict and uncompromising discipline is the strength of that great arm of England's power, her Navy; *that* had been interrupted in a most signal and alarming degree; and if there were, as the writer of this memoir has reason to believe, extenuating circumstances in Parker's case, they were not strong enough to check the course of justice against a ringleader of by far the most extensive and dangerous mutiny that ever disgraced the annals of the British Navy. It was a dark cloud that for a moment overshadowed the resplendent deeds of the gallant tars of Old England, and in that dark cloud, there was one bright speck exemplified in the resolution constantly declared in every period of the mutiny, that if an enemy's fleet dared to leave its shores, it should meet with as warm a reception as had ever been the case: they would forget the mutiny till they had conquered the foe. Whether in their disgraceful state they would have succeeded is another question, but it showed the will. The inclination to have a *brush* with an enemy under all circumstances of domestic irritation, and acting as they were, in a great degree, under the wicked influence of traitors, proved, that however much British sailors might be warped from their duty, they could not altogether lose sight of their country and her cause.

Parker was born at Exeter, and brought up to the trade of a baker, but he had received an education far beyond that which his situation in life would have demanded. He wrote a remarkably fine hand, and expressed himself both in writing and speaking with considerable fluency. At the close of the American war, in which he had served with some credit, he was appointed mate to an East Indiaman, in which berth he made some money, with which he subsequently purchased a small craft at Plymouth, and traded for some time between that port and Leith. In one of his voyages into Scotland he met with his wife. The result of Parker's trading between Leith and Plymouth was unfortunate, and he was at length thrown into gaol in Perthshire, during the period that the counties were raising seamen. Parker volunteered, and paid part of his bounty for his release from prison, and from thence joined the fleet at the Nore.

The attachment of Parker's wife to her husband will best appear in the following anecdote. After his execution, he was let down for interment at Sheerness at low-water mark. Mrs. Parker was, of course, aware of this, and in the following night, by dint of personal exertion, she brought the body ashore, and caused it to be conveyed in a cart to London, where it was subsequently buried in Whitechapel church-yard. Parker's coolness was remarkable. The last letter he wrote was to his sister, in which he enters into the minutest details relative to his family affairs, in an unshaken hand, perfectly free from any thing like the nervous debility that it is natural to suppose might at the moment have affected him. Parker was a remarkably affectionate relative, and in all the relations of domestic life he was sincerely beloved by those most nearly connected with him.

ON THE CAPTURE OF CURAÇOA, 1ST OF JAN. 1807.

To the Editor of the United Service Journal.

MR. EDITOR,—The recent demise of Admiral Sir Charles Brisbane has induced me to forward, for insertion in your excellent Journal, the following complimentary verses, composed on the occasion of the capture of Curaçoa, by the *Boatswain* of the Arethusa, as they may not be unacceptable to some of your readers.

COME all you warlike heroes, and listen to my song,
And if you 'll pay attention, I 'll not detain you long ;
'Twas on the first of January the action it began,
Commanded by Captain Brisbane, who nobly led the van.

With Brisbane we will go, my boys, with Brisbane we will go ;
With "Death or Victory" on our cups, our courage for to show.

'Twas early in the morning, before daylight did appear,
Our gallant ships were fully bent for Curaçoa to steer ;
The Arethusa led the van, and in the harbour went,
To conquer or to die, my boys, all hands were fully bent.

With Brisbane we will go, &c.

The Anson she came in the next, a ship of noble fame,
Commanded by a valiant man, bold Lydiard was his name :
Our jovial tars behaved so well, with courage just and true,
The Dutchmen thought that Curaçoa we never should subdue.

The Latona she came in the next, to show the Dutchmen play,
Commanded by bold Captain Wood, it was a glorious day :
Our seamen all determined were their utmost for to try,
Our guns we elevated well the Dutchmen to defy.

The Fisgard she came in the last in good time for the play,
Captain Bolton he commanded her, and eager for the fray ;
Our ships were all in readiness, pray what could we do more ?
Success attend our jolly tars ! we landed on their shore.

A frigate and a sloop-of-war athwart the harbour lay,
They thought that we could ne'er attempt to show them British play ;
But they were much deceived, the truth I only tell,
For in the noble action the Dutch Commander fell.

The sloop of war she was the first her colour down to haul,
Which pleased our noble tars to see the pride of Holland fall ;
Then straight on board their frigate our Commander did go,
To see if they would haul down their d—d Dutch flag or no !

Next Fort Republique did engage, thinking our tars to fright,
Five of our men they wounded, and two they killed outright :
In spite of all their efforts this action is well known,
And Curaçoa, my British boys, completely is our own.

Here 's a health to our noble Commodore, his Lieutenant also,
Along with such brave officers we 're ne'er afraid to go ;
They 'll lead us on to glory, our noble skill to try,
Like British tars we are resolved for death or victory.

Now when the wars are over, and God shall spare our lives,
A can of grog we 'll drink to our sweethearts and our wives ;
We 'll rant and dance like jolly tars, when once we are on shore,
And drink a health to George our King, and what can we do more ?

'Tis now I will conclude, my boys, and make something like an end,
I hope no one in company my song it will offend ;
I write these lines to let you know how English tars will fight,
When their officers are good, and our men encouraged right.

With Brisbane we will go, my boys, with Brisbane we will go,
For Brisbane is a valiant man, and a fighting man, you know.

ALGIERS.

NARRATIVE OF O'REILLY'S EXPEDITION, FROM THE JOURNAL OF A BRITISH OFFICER.

At no former period have the vast military and naval resources of France been more rapidly developed, than in the grand scale of the expedition destined for the attack of Algiers. From Cherbourg to Toulon, nothing is heard but the notes of warlike preparation. Superior as will be this armament, both in numerical force and military character, to every other which ever departed from the shores of Europe to chastise the insolence of the barbarian powers, there exist circumstances which render the ulterior success of the expedition problematical. Imposing as are the preparations of attack, it must be recollected that the materials for defence are equally formidable. Since our attack in 1815, the Dey has not been idle. The city, by Nature strong, has been rendered by the art of foreign engineers nearly impregnable. A formidable chain of batteries lines the coast at all the vulnerable points. Large bodies of troops, chiefly cavalry, are marching from the interior to the coast, prepared to give the invaders a warm reception; these, taken in conjunction with the nature of the country, particularly favourable for the operations of cavalry, and the sultriness of the climate, will present a combination of serious obstacles, which even the consummate skill and well-tried gallantry of a French army may find it impossible to overcome. Neither does the experience of the past warrant the expectation of success. Charles the Fifth, at the head of a numerous and veteran army, retired from before the city covered with disgrace. The little impression made by the bombardment of the French in the reign of Louis the Fourteenth, may be gathered from the answer of the Dey to the French admiral, who, on being told by the latter the number of millions which the expedition had cost the *Grand Monarque*, replied, "Had His Majesty only sent me half that sum, I would myself have razed the city."

Towards the close of the last century, the Spanish Government fitted out a formidable armament against Algiers, which at the time riveted the attention of all Europe, the disastrous result of which cast a lasting stigma on the Spanish arms. The following account of the expedition is extracted from the Journal of a British officer in the Spanish service.

"Early in the month of June 1775, my regiment, the 6th of the line, was ordered to march on Carthagena, where was assembling a powerful armament, under the command of Admiral Don Pedro de Castijon, on board of which were embarked a large body of troops commanded by General the Conde de O'Reilly, with an immense quantity of military stores, &c.

On the 22d, there was a solemn ceremonial in the church of San Francisco, in honour of *La purissima Conception*, patroness of all Spain, attended by the principal officers, imploring her protection, and success to His Majesty's arms; which was followed by a pompous oration from the Commander-in-chief the Conde O'Reilly.

On the following day the fleet sailed, and anchored in the Bay of Algiers on the 1st of July. The expedition consisted of

Line-of-battle-ships .	6	having on board	20,000 infantry.
Frigates . . .	12	. . .	800 cavalry.
Xebecs . . .	9	. . .	200 dragoons.
Galliots . . .	7	. . .	900 artillery.
Urcas . . .	6	. . .	2800 marines.
Bombs . . .	4	. . .	400 artificers.
Armed vessels . .	7		
	51 and 344 transports.		25,100

Artillery	30 twenty-four pounders.	Artillery	12 twelve-inch mortars.
	12 twelve ditto.		16 nine-inch ditto.
	18 eighteen ditto.		8 Howitzers.
	80 field-pieces four ditto.		

From behind a battery east of the river Xaracha, which lies to the eastward of the city of Algiers, was seen a large encampment, from which at sunset we were saluted with a *feu de joie* from small arms.

On the 2d, the principal officers were assembled on board the Admiral's ship, when orders were issued for the troops to hold themselves in readiness to disembark at daybreak the following morning; but as the night proved squally, and a strong wind setting in upon shore, the order was countermanded. From this day to the 6th, total inactivity prevailed; frequent councils were held, in which violent contests arose, particularly between the Conde O'Reilly and Major-General Romaña, a man of warm and impetuous temper, who on every occasion sought to thwart the measures of his commander, and drew down upon himself some severe reproofs. On the 6th, the General issued a proclamation, having previously given the officers their final instructions; in this document, the objects of the expedition were commented upon at length. The Moors were represented as only formidable in a desultory warfare. The troops were recommended not to break their order, as nothing but united force could ensure success against an enemy skilful in this mode of fighting—an error which, however, they afterwards committed, and which proved fatal to the expedition. Each battalion was ordered to provide itself with 200 pioneers' tools, and 200 sand bags; and each brigade on landing to form a company in front six deep, and the guards half a company in front. The army on landing, was ordered to carry some heights, the possession of which it was supposed would ensure the success of an attack on the city. The order of march was to be in four columns, with the Grenadiers and Light Infantry in advance and on the flanks, each column to have four field-pieces in front, to be increased as exigency required. Two redoubts were ordered to be thrown up at the point of disembarkation, and a strict communication to be kept up between the army, these fortifications, and the fleet. In the afternoon, some ships of war were ordered to stand in and engage the batteries; but their efforts proved fruitless, as the San Joseph, 74, only got within range about sunset; she hauled out, without having dismounted a single gun of the enemy's.

On the 7th between eight and nine thousand men were embarked on board the launches, and advanced very near the shore, about a mile

to the westward of the river Xaracha, covered by the gallies and two long boats, each mounting a long twelve-pounder; but at seven in the evening the boats returned on board the transports; not a shot was fired throughout the whole day. The landing was not effected, it was pretended, because there were not boats enough to hold a sufficient number of troops at once; but this was purposely given out in order to conceal the serious misunderstanding that prevailed among the principal officers. Orders were therefore issued to man the transports' long boats at day-break the following morning; but the capital error had been committed in marking out to the enemy the real point of attack. The 8th was, as the Spaniards emphatically call it, "*a dia de perdida y sentimento para España.*" The ships having taken up a position for battering the forts situated on the right and left of the point of disembarkation, the troops to the number of 9000 embarked in the launches formed in six columns, at the head of which were the grenadiers, preceded by the armed Xibecques, galliots, and other small craft that were to cover the landing. The ships now opened their fire, and the troops moved forward to the point of disembarkation, about a league and a half distant from the city, the right towards Algiers, and their left towards the embouchure of the Xaracha: when near the beach the vessels opened their fire with considerable effect, and the troops landed in admirable order in the intervals between them, notwithstanding there were upwards of 80,000 Moors drawn up on the beach to oppose them, two-thirds of which were cavalry under the orders of the Bey of Constantina. The Turkish garrison remained within the city for its defence. It is said that the Moorish force assembled on the coast amounted to 150,000 men, one hundred thousand of which were cavalry. As soon as the troops had made good their landing, they formed six deep according to orders, and the armed vessels divided to the right and left to cover their flanks, while the boats pushed off for the ships to bring on shore the remainder of the troops. On the landing of the first division, a small body of the enemy made a demonstration in their front, but on our making an *en avant* movement they immediately dispersed: from this instant may be dated the misfortunes of this inglorious day; the troops pushed on having in front the Voluntarios de Aragon y Cataluña, a kind of irregular force. We continued moving till we were in a close country, which the enemy had occupied in small parties, but most advantageously posted in ditches and behind old walls, from which they kept up a galling fire upon our advancing columns. The grenadiers and light companies, which had been pushed forward in advance, were repulsed with considerable loss. At this moment some detachments from the second division joined us, and some heavy guns coming up at the same time, we advanced against some enclosures, from which, however, in spite of our heavy and destructive fire, we could not dislodge the enemy. Our soldiers, who had hitherto behaved with the greatest steadiness and gallantry, on seeing the havoc made in their ranks by the well-sustained fire of the enemy, fell into confusion in spite of all the exertion of the officers. In this conjuncture, a drove of camels extended themselves on our left, with a design, no doubt, of diverting our fire; in an instant a sudden panic seized the troops, a cry was heard that we were cut off, a complete "*débâcle*" followed, the whole army quitting the field in the greatest

confusion, and with the utmost precipitation, leaving an immense number of killed and wounded. Some few of the latter were brought off to the entrenchments, which were hastily thrown up by the artificers and troops of the third division. This work had been already fortified with two thirty-six pounders, to whose well-directed fire, and that of some frigates that stood close in shore, we owed the security of our retreat. Of seventeen engineer officers who had been sent forward to reconnoitre, fourteen were either killed or wounded; the remainder not being sufficient to direct the construction of the works, the entrenchments were scarcely extensive enough to shelter the army. In this confined position we were galled by the fire of two thirty-six pounders which the enemy brought out from two batteries on our right, while the Moors galloped up to our very entrenchments in spite of our murderous fire, which killed great numbers of them. The army remained in position till dark, when the regiments were ordered to re-embark, beginning with the youngest regiments to save time; the disorder, tumult, and confusion with which it was executed, showed the ignorance of the enemy, who might with ease have cut off the major part of our army. Our loss amounted to upwards of 5000 killed and wounded; the Marquis de Romaña fell at the head of his brigade early in the action; the loss of the Moors was estimated at 6000 men: no quarter was given to our wounded, the Government having offered ten zequins for the head of every Spaniard; fifteen pieces of cannon, three howitzers, and an immense quantity of arms and ammunition were abandoned to the enemy.

Thus terminated an expedition, which, from the length of time taken up in the preparation and the delay in the execution, gave the enemy an opportunity of preparing for its reception. The generals were ignorant not only of the force of the Algerines and the scite of the coast, but even after reaching the Bay of Algiers, the point of disembarkation continued to be among them a matter of dispute. How far at last it was well judged is not determined, but even admitting it to have been so, the great error consisted in pushing forward the first division immediately on landing; they should have entrenched themselves, and have waited till the whole army had landed, and then have moved forward; but the idea of penetrating into an enclosed country, with a single division, in which the enemy in immense force were advantageously posted, was infatuation bordering on madness. There unfortunately existed neither talent nor resource after the retreat to remedy the misfortune. On the army's reaching the entrenchment, a warm altercation arose as to what line of conduct was to be pursued; with one solitary exception (Gen. Vaughan, a British officer,) it was unanimously agreed to embark the troops and abandon the enterprize. Gen. Vaughan warmly opposed this measure, stating, that the army should remain in position, and renew the attack on the following morning; but he was overruled.

Large sums of money had been expended in the equipment of this expedition, the public mind was raised to a high pitch of expectation, when the news of the defeat spread consternation and disgrace throughout Spain. The court endeavoured to palliate the disgrace, but it was exaggerated by the people. O'Reilly was universally execrated, and marked out as a victim. So general was the outcry, that mobs assem-

bled on the roads to Alicant, and stripped every carriage that passed, with the intention of wreaking their vengeance on that Commander. The clamour was heard at the very gates of the palace; the King was obliged to remove him from the Government of Madrid, and appointed him Captain-General of Andaluzia. As a proof of the universal detestation of the Spanish nation towards him, Gen. Recardos, who commanded the cavalry of the expedition, and the intimate friend of O'Reilly, on landing at Cadiz, entered a café, which was filled with officers of the different regiments of the garrison, who, on seeing him, to a man quitted the place and left him to ruminate alone. A Spanish grenadier in giving an account of the expedition to some of his comrades, said, *Nos mandaron a tierra como si ibemos beber café con los Moros.*— "They sent us ashore as if we were going to drink coffee with the Moors."

LETTERS FROM GIBRALTAR.

NO. II.

BY THE AUTHOR OF THE MILITARY SKETCH BOOK.

BENITO DE SOTO.

March 29th, 1830.

I SHALL now, Gentlemen, resume the subject with which I concluded my former letter.

When the pirates who boarded the Morning Star had succeeded in effectually prostrating all the people on deck, they drove most of them below, and reserved the remainder to assist in their operations. Unless the circumstances be closely examined, it may be wondered how six men could have so easily overcome a crew of English seamen, supported by about twenty soldiers, with a major at their head; but it will not appear so surprising, when it is considered that the sailors were altogether unarmed, the soldiers worn out invalids, and more particularly, that the pirate carried a heavy long gun, ready to sink her victim at a shot. Major Logie was fully impressed with the folly of opposing so powerful and desperate an enemy, and therefore advised submission as the only course for the safety of those under his charge; presuming, no doubt, that something like humanity might be found in the breasts even of the worst of men. But, alas! he was woefully deceived in his estimate of the villains' nature, and felt, when too late, that even death would have been preferable to the barbarous treatment he was forced to endure.

Beaten, bleeding, terrified, the men lay huddled together in the hold, while the pirates proceeded in their work of pillage and brutality. Every trunk was hauled forth, every portable article of value heaped for the plunder; money, plate, charts, nautical instruments, and seven parcels of valuable jewels, which formed part of the cargo; these were carried from below on the backs of those men whom the pirates selected to assist them, and for two hours they were thus employed, during which time Soto stood upon his own deck directing the operations, for

the vessels were within a hundred yards of each other. The scene which took place in the cabin exhibited the most licentious brutality. The sick officer, Mr. Gibson, was dragged from his berth, the clothes of the other passengers stripped from their backs, and the whole of the cabin people driven on deck, except the females, whom they locked up in the round-house on deck, and the steward, who was detained to serve the pirates with wine and eatables. This treatment, no doubt, hastened the death of Mr. Gibson; the unfortunate gentleman did not long survive it. As the passengers were forced up the cabin-ladder, the feelings of Major Logie, it may be well imagined, were of the most heart-rending description. In vain did he intreat to be allowed to remain; he was hurried away from even the chance of protecting his defenceless wife, and battened down with the rest in the hold, there to be racked with the fearful apprehension of her almost certain doom.

The labours of the robbers being now concluded, they sat down to regale themselves, preparatory to the *chef-d'œuvre* of their diabolical enterprise, and a more terrible-looking group of demi-devils, the Steward declares, could not be well imagined, than commanded his attentions at the cabin-table. However, as he was a Frenchman, and naturally polite, he acquitted himself in the office of cup-bearer, if not as gracefully, at least as anxiously, as ever did Ganymede himself. Yet, notwithstanding this readiness to serve the visitors in their gastronomic desires, the poor Steward felt ill-requited; he was twice frightened into an icicle, and twice thawed back into conscious horror by the rudeness of those he entertained. In one instance, when he had filled out a sparkling glass for a ruffian, and believed that he had quite won the heart of the drinker by the act, he found himself grasped roughly and tightly by the throat, and the point of a knife staring him in the face. It seems the fellow who thus seized him, had felt between his teeth a sharp bit of broken glass, and fancying that something had been put into the wine to poison him, he determined to prove his suspicions, by making the Steward swallow what remained in the bottle from which the liquor had been drawn, and thus unceremoniously prefaced his command; however, ready and implicit obedience averted farther bad consequences. The other instance of the Steward's jeopardy was this: when the repast was ended, one of the gentlemen coolly requested him to wave all delicacy, and point out the place in which the Captain's money was concealed. He might as well have asked him to produce the philosopher's stone. However, pleading the truth was of no use; his determined requisitor seconded the demand by snapping a pistol at his breast; having missed fire, he recocked, and again presented; but the fatal weapon was struck aside by Barbazan, who reproved the rashness with a threat, and thus averted the Steward's impending fate. It was then with feelings of satisfaction that he heard himself ordered to go down to the hold, and in a moment he was bolted in along with his fellow-sufferers.

The ruffians indulged in the pleasures of the bottle some time longer, and then having ordered down the females, treated them even with less humanity than characterized their conduct towards the others. The screams of the helpless women were heard in the hold by those who were unable to render them assistance, and agonizing, indeed,

must those screams have been to their incarcerated hearers! How far the brutality of the pirates was carried in this stage of the horrid proceeding we can only surmise: fortunately, their lives were spared, although, as it afterwards appeared, the orders of Soto were to butcher every being on board, and it is thought that these orders were not put into action, in consequence of the villains having wasted too much time in drinking and otherwise indulging themselves; for it was not until the loud voice of their chief was heard to recall them, that they prepared to leave the ship; they therefore contented themselves with fastening the women within the cabin, heaping heavy lumber on the hatches of the hold, and boring holes in the planks of the vessel below the surface of the water, so that in destroying the unhappy people at one swoop, they might make up for lost time. They then left the ship, sinking fast to her apparently certain fate.

It may be reasonably supposed, bad as their conduct was towards the females, and pitiable as was the suffering it produced, that the lives of the whole left to perish were preserved through it; for the ship must have gone down if the women had been either taken out of her or murdered, and those in the hold inevitably have gone with her to the bottom. But by good fortune, the females succeeded in forcing their way out of the cabin, and became the means of liberating the men confined in the hold. When they came on deck it was nearly dark, yet they could see the pirate ship at a considerable distance, with all her sails set, and bearing away from them. They prudently waited concealed from the possibility of being seen by their enemy, and when the night fell, they crept to the hatchway, and called out to the men below to endeavour to effect their liberation, informing them that the pirate was away and out of sight. They then united their efforts, and the lumber being removed, the hatches gave way to the force below, so that the released captives breathed of hope again. The delightful draught, however, was checked, when the ship was found to contain six feet of water! A momentary collapse took possession of all their newly excited expectations, and cries and groans of despair burst forth; but the sailors' energy quickly returned, and was followed by that of the others: they set to work at the pumps, and by dint of labour, succeeded in keeping the vessel afloat. Yet to direct her course was impossible; the pirates having completely disabled her, by cutting away her rigging and sawing the mast half through. The eye of Providence, however, was not averted from the hapless people, for they fell in with a vessel next day that relieved them from their distressing situation, and brought them to England in safety.

We will now return to Soto, and show how the hand of that Providence that rescued his intended victims, fell upon himself and his wicked associates. Intoxicated with their infamous success, the night had far advanced before Soto learned that the people in the Morning Star, instead of being slaughtered, were only left to be drowned. The information excited his utmost rage. He reproached Barbazan, and those who had accompanied him in the boarding, with disobeying his orders, and declared that now there could be no security for their lives. Late as the hour was, and long as he had been steering away from the Morning Star, he determined to put back, in the hope of effectually preventing

the escape of those in the devoted vessel, by seeing them destroyed before his eyes. Soto was a follower of the principle inculcated by the old maxim, "dead men tell no tales;" and in pursuance of his doctrine, lost not a moment in putting about and running back. But it was too late; he could find no traces of the vessel, and so consoled himself with the belief that she was at the bottom of the sea, many fathoms below the ken and cognizance of all Admiralty Courts.

Soto, thus satisfied, bent his course to Europe. On his voyage he fell in with a small brig, boarded, plundered, sunk her, and, that he might not again run the hazard of encountering living witnesses of his guilt, murdered the crew, with the exception of one individual, whom he took along with him, on account of his knowledge of the course to Corunna, whither he intended to proceed. But, faithful to his principles of self-protection, as soon as he had made full use of the unfortunate sailor, and found himself in sight of the destined port, he came up to him at the helm, which he held in his hand, "My friend," said he, "is that the harbour of Corunna?"—"Yes," was the reply; "Then," rejoined Soto, "you have done your duty well, and I am obliged to you for your services." On the instant he drew a pistol and shot the man; then coolly flung his body overboard, took the helm himself, and steered into his native harbour as little concerned as if he had returned from an honest voyage. At this port he obtained papers in a false name, disposed of a great part of his booty, and after a short stay set out for Cadiz, where he expected a market for the remainder. He had a fair wind until he came in sight of the coast near that city. It was coming on dark, and he lay-to, expecting to go in to his anchorage next morning, but the wind shifted to the westward, and suddenly began to blow a heavy gale; it was right on the land. He luffed his ship as close to the wind as possible, in order to clear a point that stretched outward, and beat off to windward, but his lee-way carried him towards the land, and he was caught when he least expected the trap. The gale encreased—the night grew pitchy dark—the roaring breakers were on his lee-beam—the drifting vessel strikes, rebounds, and strikes again—the cry of horror rings through the flapping cordage, and despair is in the eyes of the demon-crew. Helpless they lie amidst the wrath of the storm, and the darkened face of Heaven, for the first time, strikes terror on their guilty hearts. Death is before them, but not with a merciful quickness does he approach; hour after hour the frightful vision glares upon them, and at length disappears only to come again in a more dreadful form. The tempest abates, and the sinners were spared for the time.

As the daylight broke they took to their boats, and abandoned the vessel to preserve their lives. But there was no repentance in the pirates; along with the night and the winds went the voice of conscience, and they thought no more of what had passed. They stood upon the beach gazing at the wreck, and the first thought of Soto was to sell it and purchase another vessel for the renewal of his atrocious pursuits. With the marked decision of his character, he proposed his intention to his followers, and received their full approbation. The plan was instantly arranged; they were to present themseles as honest shipwrecked mariners to the authorities at Cadiz; Soto was to take

upon himself the office of mate, or *contra-maestra*, to an imaginary captain, and thus obtain their sanction in disposing of the vessel. In their assumed characters, the whole proceeded to Cadiz, and presented themselves before the proper officers of the marine. Their story was listened to with sympathy, and for a few days every thing went on to their satisfaction. Soto had succeeded so well as to conclude the sale of the wreck with a broker, for the sum of one thousand seven hundred and fifty dollars; the contract was signed, but fortunately the money was not yet paid, when suspicion arose, from some inconsistencies in the pirates' account of themselves, and six of them were arrested by the authorities. Soto and one of his crew instantly disappeared from Cadiz, and succeeded in arriving at the neutral ground before Gibraltar, and six more made their escape to the Carraccas.

None are permitted to enter the fortress of Gibraltar, without permission from the Governor, or a proper passport. Soto and his companion, therefore, took up their quarters at a Posada on the neutral ground, and resided there in security for several days. The busy and daring mind of the former could not long remain inactive: he proposed to his companion to attempt to enter the garrison in disguise and by stealth, but could not prevail upon him to consent. He therefore resolved to go in alone; and the object of his doing so was to procure a supply of money by a letter of credit which he brought with him from Cadiz. His companion, more wise than he, chose the safer course; he knew that the neutral ground was not controllable by the laws either of the Spaniards or the English; and although there was not much probability of his being discovered, he resolved not to trust to chance in so great a stake as his life; and he proved to have been right in his judgment, for had he gone to Gibraltar, he would have shared the fate of his chief. This man is the only one of the whole gang who has not met with the punishment of his crime, for he succeeded in effecting his escape on board some vessel. It is not even suspected to what country he is gone; but his description, no doubt, is registered. The steward of the Morning Star informed me, that he is a tall stout man, with fair hair, and fresh complexion, of a mild and gentle countenance, but that he was one of the worst villains of the whole piratical crew. I believe he is stated to be a Frenchman.

Soto secured his admission to the garrison by a false pass, and took up his residence at an inferior tavern in a narrow lane, which runs off the main street of Gibraltar, and is kept by a man of the name of Basso. The appearance of this house suits well with the associations of the worthy Benito's life. I have occasion to pass the door frequently at night, for our barrack (the Casemate) is but a few yards from it. I never look at the place without feeling a vivid and involuntary sensation of horror—the smoky and dirty nooks—the distant groups of dark Spaniards, Moors, and Jews, their sallow countenances made yellow by the light of dim oil-lamps—the unceiled rafters of the rooms above, seen through unshuttered windows, and the consciousness of their having covered the atrocious Soto, combine this effect upon me.

In this den the villain remained for a few weeks, and during this time seemed to enjoy himself as if he had never committed a murder. The story he told Basso of his circumstances was, that he had come to

Gibraltar on his way to Cadiz from Malaga, and was merely awaiting the arrival of a friend. He dressed expensively—generally wore a white hat of the best English quality, silk stockings, white trowsers, and a blue frock coat. His whiskers were large and bushy, and his hair, which was very black, profuse, long and naturally curled, was much in the style of a London preacher of prophetic and anti-poetic notoriety. He was deeply browned with the sun, and had an air and gait expressive of his bold, enterprizing, and desperate mind. Indeed, when I saw him in his cell and at his trial, although his frame was attenuated almost to a skeleton, his face pale yellow, his eyes sunken, and his hair closely shorn, he still exhibited strong traces of what he had been—still retained his erect and fearless carriage, his quick, fiery, and malevolent eye, his hurried and concise speech, and his close and pertinent style of remark. He appeared to me such a man as would have made a hero in the ranks of his country, had circumstances placed him in the proper road to fame; but ignorance and poverty turned into the most ferocious robber one who might have rendered service and been an honour to his sunken country. I should like to hear what the phrenologists say of his head; it appeared to me to be the most peculiar I had ever seen, and certainly, as far as the bump of *destructiveness* went, bore their theory fully out. It is rumoured here that the skull has been sent to the *savans* of Edinburgh; if this be the case, we shall no doubt be made acquainted with their sage opinions upon the subject, and great conquerors will receive a farther assurance of how much they resemble in their physical natures the greatest murderers.

When I visited the pirate in the Moorish castle where he was confined, he was sitting in his cold, narrow, and miserable cell, upon a pallet of straw, eating his coarse meal from a tin plate. I thought him more an object of pity than vengeance; he looked so worn with disease, so crushed with suffering, yet so affable, frank, and kind in his address; for he happened to be in a communicative mood, a thing that was by no means common with him. He spoke of his long confinement, till I thought the tears were about to start from his eyes, and alluded to his approaching trial with satisfaction; but his predominant characteristic, ferocity, appeared in his small piercing black eyes before I left him, as he alluded to his keeper, the Provost, in such a way that made me suspect his desire for blood was not yet extinguished. When he appeared in court on his trial, his demeanour was quite altered; he seemed to me to have suddenly risen out of the wretch he was in his cell to all the qualities I had heard of him; he stood erect and unembarrassed; spoke with a strong voice, attended closely to the proceedings, occasionally examined the witnesses, and at the conclusion protested against the justice of his trial. He sometimes spoke to the guards around him, and sometimes affected an air of carelessness of his awful situation, which, however, did not sit easy upon him. Even here the leading trait of his mind broke forth; for when the interpreter commenced his office, the language which he made use of being pedantic and affected, Soto interrupted him thus, while a scowl sat upon his brow that terrified the man of words, "I don't understand you, man; speak Spanish like others, and I 'll listen to you." When the dirk which belonged to Mr. Robertson, the trunk and clothes taken from Mr. Gibson, and the

pocket-book containing the ill-fated Captain's handwriting were placed before him, and proved to have been found in his room; and when the maid-servant of the tavern proved that she found the dirk under his pillow every morning on arranging his bed; and when he was confronted with his own black slave, between two wax-lights, the countenance of the villain appeared in its true nature,—not depressed or sorrowful, but vivid and ferocious; and when the patient and dignified Governor, Sir George Don, passed the just sentence of the law upon him, he looked daggers at his heart, and assumed a horrid silence, more eloquent than words.

The criminal persisted up to the day before his execution in asserting his innocence, and inveighing against the injustice of his trial; but the certainty of his fate, and the awful voice of religion, at length subdued him. He made an unreserved confession of his guilt, and became truly penitent; gave up to his keeper the blade of a razor which he had secreted between the soles of his shoes for the acknowledged purpose of adding suicide to his crimes, and seemed to wish for the moment that was to send him before his Creator.

I witnessed his execution, and I believe there never was a more contrite man than he appeared to be; yet there were no drivelling fears upon him—he walked firmly at the tail of the fatal cart, gazing sometimes at his coffin, sometimes at the crucifix which he held in his hand. The symbol of Divinity he frequently pressed to his lips, repeated the prayers spoken in his ear by the attendant clergyman, and seemed regardless of every thing but the world to come. The gallows was erected beside the water, and fronting the neutral ground. He mounted the cart as firmly as he had walked behind it, and held up his face to Heaven and the beating rain, calm, resigned, but unshaken; and finding the halter too high for his neck, he boldly stepped upon his coffin, and placed his head in the noose, then watching the first turn of the wheels, he murmured "*adios todos*," * and leaned forward to facilitate his fall.

The black slave of the pirate stood upon the battery before his dying master to behold the termination of a series of events, the recital of which to his African countrymen, when he shall return to his home, will give them, no doubt, a dreadful picture of European civilization. The black boy was acquitted at Cadiz, but the men who had fled to the Carraccas, as well as those arrested after the wreck, were convicted, executed, their limbs severed, and hung on tenter-hooks, as a warning to pirates.

From the length of this letter I am compelled to conclude, although I fain would send you some things worth reading. I find I have an accumulation of comments to send. However, you may expect them next month, unless another Benito appear before that time.

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* "Farewell all."

A POPULAR VIEW OF FORTIFICATION AND GUNNERY.

NO. III.

HAVING given a general sketch of the most approved bastion system of fortification, our limits prevent us from entering into a detail of the various outworks and advanced works that have been added to fortresses to strengthen them. But we intend to describe those most commonly in use, and which engineers conceive to be the best.

1st. *Counterguards*, or as the French sometimes call them, *couvre-faces.*

Fig. 7.

Fig. 7 shews the construction of these works (the counterguards being shaded in the figure); a counterguard therefore, consists of two faces parallel to the counterscarp of the work over which it is placed, with a ditch of 20 yards wide before it: the total thickness of a counterguard from the cordon of the scarp to the cordon in its rear is usually from 18 to 20 yards; and it is submitted to the command of the work that it covers by three or four feet: this thickness of 18 or 20 yards is sufficient to admit of a good parapet on its exterior edge, with room in its rear for the working of guns; but while it is thus broad enough for defensive purposes, it is too narrow for an enemy to lodge himself without having the labour of removing the parapet from the exterior to the interior edge, in order to cover himself; which must be done under the fire of the work commanding it. In examining Fig. 7, it is therefore evident that counterguards cover the faces of the works over which they are placed from the view of the enemy's lodgement on the covered way, thus acting the part of the faces of the bastions or ravelins over which they are placed; and they must be beaten down, or blown up by mining, ere the revêtements of the main works in their rear can be destroyed. A succession of counterguards over bastions and ravelins, as sketched in Fig. 7, is not to be met with in practice.* But a counterguard is often placed on a front where the main work has bad revêtements or other defects. In Coëhorn's System

* Except on the land fronts of the works of *Floriana* at *Valetta, Malta,* (see Fig. 10.) there the counterguards not only follow the windings of the ditches of the bastions D, and ravelins C, but are connected to each other by short curtains at their re-entering angles, thus forming *a continued counterguard* ($a, a, a,$): but does it not appear to be a better construction, that the counterguards should be separated and independent of each other, as we see in Fig. 7? for in a continued counterguard, a breach in any part is a breach to the whole line of work.

of Fortification, he covers his works of masonry, by counterguards entirely of earth. Those who were present at the siege of Badajoz in 1812, will remember an unfinished counterguard before *La Trinidad* bastion; but it was a defective and ill-constructed work (see plate IV. vol. I. Colonel Jones' Sieges in Spain).* Indeed in Figs. 5 and 6, each front may be said to have a small ravelin (the redoubt) with a counterguard before it.

If the reader (who desires farther information on this subject) will draw three or four fronts of the enceinte and the main ditch, and add ravelins and their ditches, then sketch a counterguard parallel to the counterscarp of the main ditch before each of the bastions, giving these counterguards ditches of 20 yards wide, and complete his fronts with a covered way and glacis; he will see, by examining his figure, that these counterguards before bastions not only cover the faces of the bastions over which they are placed, but also the flanks of the collateral bastions from the view of the enemy's lodgement on the crest of the glacis. Hence, these counterguards must be completely laid open, not only to breach the faces of the bastions in their rear, but also to allow of the batteries of attack, constructed on the crest of the glacis, to see the flanks of the bastions that bear upon the passages of the main ditch leading to the breaches; for it is a maxim in the attack, that all the flanking defences that bear upon the advance of an assaulting party should be silenced.

Deep re-entering and great saliant angles are favourable to defence, as they prevent the assailant from penetrating into the deep re-entering angles before he has possessed himself of the saliants, that would otherwise see him in reverse. Now a little examination of the figure proposed in the last paragraph will shew, that counterguards before bastions diminish these projections, and bring, as it were, all the saliant places of arms nearer to the circumference of a circle, and hence enable the besieger to arrive at, and to crown the whole of, the crest of the glacis at the same time; consequently, in this respect, counterguards before bastions are unfavourable to the defence.

Let the interested reader now draw a few fronts of bastions and small ravelins, placing counterguards before the ravelins, before he puts in the covered way and glacis. Will not this figure be almost the same as the fronts in Figs. 5 and 6? hence, counterguards before ravelins possess the properties already detailed in speaking of ravelins

* Page 201, vol. 1, Jones' Sieges. "The garrison, since the 26th, had succeeded in raising the counterguard, before the part intended to be breached, about four feet; and at the period the batteries opened, the counterguard covered ten feet of the lower part of the scarp, the total height of which was thirty-one feet."

Again, at page 202, 1st April. "It was discovered that the garrison had succeeded in raising the counterguard considerably, in consequence of the enfilading batteries not having been sufficiently active during the night."

Again, at page 204. "During the night, a fire of grape-shot and spherical case was ordered to be kept up to prevent the garrison raising the counterguard in front of the right face of Trinidad."

Also, see page 434, vol. 1, "comparing the steep and difficult breach made in the face of La Trinidad bastion, with the more easy breach made in the exposed flank of Santa Maria bastion."

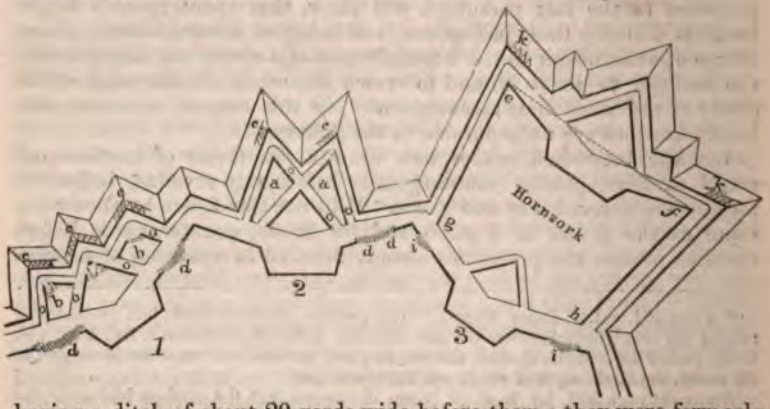
These extracts go to prove the utiltity of counterguards, as far as hiding the revetements of the works in their rear.

and their redoubts in Nos. 1 and 2 of these papers. But there must evidently be a limit to this enlargement of the ravelin; and it has been fixed as follows:—

Set off 30 yards from the shoulder angle of each bastion along its face, take the distance between these points as the base of a triangle, and with it, from either of the points marked 30 yards, cut the capital of the ravelin, this gives the saliant angle; the faces being of course directed from hence to the points at 30 yards from the shoulder angles of the bastions. This construction gives an equilateral triangle,* hence the flanked angle of the ravelin is made as saliant as possible, to keep within the received maxim of never making it less than 60°; and its flanked angle is thus never beyond the effective range of musquetry. The shoulder angles of the bastions are also covered by the faces of the ravelins being thus directed; though, to direct them still farther from the shoulder angles of the bastions, would be to cover the bastions so much as to deprive them of the active defence that can be drawn from them. Indeed, it may be considered as an established maxim in the bastion system, (as it is in most sciences) that any advantage pushed too far, injures the principles on which the neighbouring works should act.

Upon the whole, counterguards are considered to be the best kind of extra outwork of all those hitherto used; as will be seen by describing the others called *Lunettes*, &c. Still counterguards are expensive, of contracted capacity, and in the attack, having their faces parallel to the works they cover, are subject to be enfiladed or raked by the same battery.

Lunettes or *Demi Tenaillons*, are works added to a small ravelin, as seen in Fig. 8 (*b*, *b*) front 1, Fig. 8.



having a ditch of about 20 yards wide before them; they were formerly added to a small ravelin, in order to supply its defect of want of capacity, and to cover the shoulder angles of the bastions, as well as the curtain. *Tenaillons*, as seen front 2, Fig. 8, (*a*, *a*) were intended to

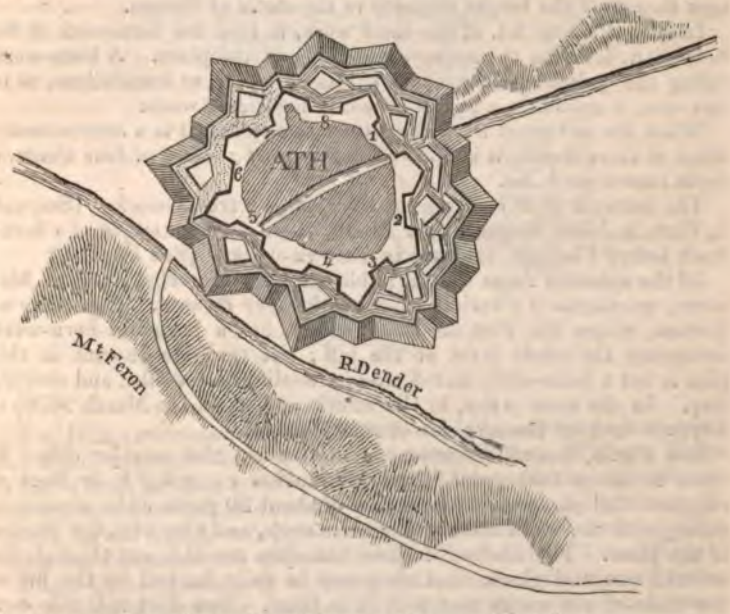
* An equilateral triangle is when the sides and angles of the triangle are respectively equal to each other. It is easily proved by geometrical demonstration, that the three angles of any triangle that can be formed, are together equal to 180° or two right angles: hence, in an equilateral triangle, as the three angles are equal to each other, each angle must be equal to 60°.

answer the same purpose: but we will only detain the reader for a moment, to point out such glaring defects in these works, as will satisfy him that engineers have had just grounds for determining to explode them from future constructions.

Suppose the assailant to have established himself with a powerful attack on the crest of the covered way on these fronts, and from his batteries (*c*, *c*, *c*) to have breached the saliant angles of the two demi tenaillons and of the ravelin at the same time; as the assault of these three works can be made together, these demi tenaillons do not prolong the defence. But worse than this, they offer to the enemy's batteries at (*c*, *c*, *c*) two openings to fire through, (the ditches (*o*, *o*, *o*),) at the faces of the bastions, which therefore have much more extensive breaches (*a*, *a*) made in them, than if there were no demi tenaillons; and the same objections hold good against tenaillons.

The following sketch of the fortifications at Ath (taken from Jones' Sieges, Plate X, Fig. 7, vol. 1.) is a specimen of counterguards and tenaillons.

Fig. 9.



Counterguards on fronts 1 and 2; tenaillons on front 3.

In this sketch of Ath may be seen the batardeaux spoken of, retaining the water in one half of the ditches. Here fronts 8, 1, 2, 3, 4, and 5, have wet ditches, fronts 6 and 7 dry ditches.

We see, however, (in both Figs. 8 and 9) that tenaillons produce great saliant and deep re-entering angles; which, though favourable to defence, is in this case more than counterbalanced by the disadvantages already named.

We now proceed to speak of *great outworks*, or those constructed beyond the works already mentioned, but within the range of their defensive weapons, and generally open in the rear. Suppose a fortress

built on the edge of a river, with a bridge communicating across the stream: it becomes necessary to construct a work on the opposite side to protect the head of this bridge from an enemy's approach. Such is the *tête-de-pont*, or *bridge head*, that covers the bridge over the Guadiana at Badajoz. (See Jones' Sieges, Plates 1 and 2.)

Again, suppose some rising ground, or some suburb, or buildings of importance, near the place, the possession of which would either prove of great value to the assailant, or be a serious loss to the defender; and to enclose which in the general outline of the place would have been impossible, or would have extended it unnecessarily. Great outworks to occupy such heights, or enclose such suburbs, become necessary, and when judiciously arranged, they add materially to the defence. It is therefore evident that the nature of the ground to be occupied must determine the description and capacity of a great outwork. When such a work consists of one front only, as in the case referred to, (the tête-de-pont at Badajoz,) it is called a *horn-work*.

By referring to Plate VIII, vol. 1. Jones' Sieges, a horn-work is seen to occupy the height opposite to the castle of Burgos.

In Vol. 2, Plate XI. of the same work, is seen the horn-work of St. Sebastian, covering the approachable side of the place. A horn-work filling the ground between two sheets of water, or inundations, as in this case, is evidently a proper situation for such a work.

When the advanced work consists of two fronts, it is a *crown-work*; when of three fronts, it is a *double crown-work*; when of four fronts, a *triple crown-work*, &c.

The outwork of Pardaleras, at Badajoz, is a crown-work. (See vol. 1, Plate I, Jones' Sieges.) At Malta, there is an example of a horn-work before Floriana, enclosed in a crown-work. (See Fig. 10.)

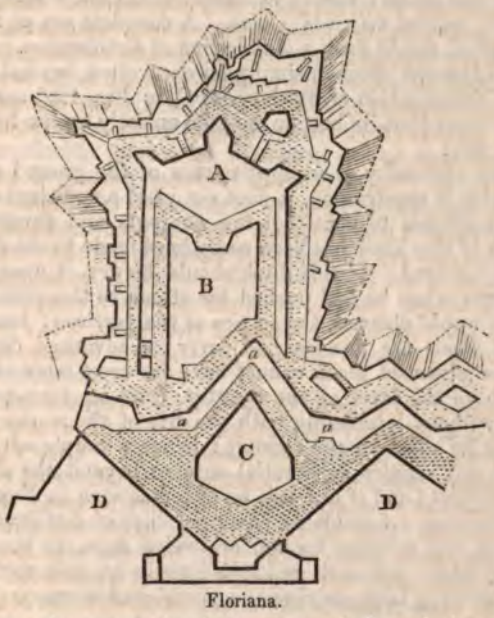
In the splendid Atlas that is published with Maréchal Suchet's Memoirs, specimens of a variety of outworks may be seen. Especially at Tortosa, where the Fort de Las Tenaxas has a beautiful horn-work occupying the whole level of the hill; but the tête-de-pont in this plan is not a horn-work, but a simple ravelin, its redoubt, and covered way. In the same Atlas, in the attack of Lerida, (in March 1810) is a crown-work on the east side of Fort Garden.

Let Fig. 8, front 3, represent a horn-work, the exterior side *e f*, equal to about 360 yards,* having branches *e g* and *f h*, or lines of ramparts and parapets, with ditches of about 20 yards wide, communicating with the main ditch of the horn-work, and also with the ditches of the place. The ditches of these branches are thus cut through the covered way and glacis, that they may be fully flanked by the fire of the faces of the works that look into them. But does not this construction permit an enemy, established on the crest of the glacis of the horn-work at *k*, to fire through the ditches of the branches, and breach the faces of the bastions at *i*, *i*, before he has crowned the glacis of the main works? hence, an *attached horn-work* (as this is called) is not so

* See Number for March, page 320, where it is said that Vauban considered the small fronts of about 280 yards, as most applicable to advanced works and citadels: an opinion that we presume must be grounded on the contracted space usually occupied by such works. But we have seen that, to enable a front to bring all its works into full operation, a mean exterior side of about 360 yards is necessary: hence, it may be asserted that mean fronts are best for advanced works when the ground admits of it.

good as a horn-work whose branches do not run through the covered way; but in this last case, arrangement must be made for the ditches of the branches receiving a proper flanking defence, and for securing the gorge of the advanced work from being entered by the rear; a loop-holed brick wall would secure the gorge, made one and a half or two feet thick, so that it could be easily battered down by the heavy guns of the main works, after the enemy gets possession of the horn-work, in order to expose the whole of its interior to the view of the place.

Fig. 10.



Floriana.

Fig. 10 is a curious example of a crown-work A, enclosing a horn-work B, (already referred to) beyond the suburbs of Floriana at Valetta, Malta. When a horn or crown-work is constructed beyond the covered way and glacis of the main works, and is closed in its rear, it is then an advanced horn or crown-work; as is the crown-work of the Pardaleras at Badajoz, and the horn-work of St. Michael, at Burgos. (See Jones' Sieges.)

These great outworks or advanced works force the besieger to open his trenches at a greater distance than the usual routine, and consequently it requires more labour and time to perform that operation, than the attack of a similar front without these works,—(See Jones' Sieges, vol. 1, pages 13 and 14,)—as a proof, how the Pardeleras crown-work at Badajoz influenced the Duke of Wellington to open his attack on another side.

If a fortress have so small an interior space as to be incapable of covering such a number of men as should form a respectable garrison, some fronts of this description, embracing any strong ground, and securely connected to the main works in its rear, will afford space for the accommodation of an increased garrison. But it is not considered to

be, on the whole, a desirable arrangement to multiply these great outworks or advanced works, which are expensive in their construction, and are more calculated to improve the defensive properties of defective places, than to enter into the consideration of an engineer about to construct a fortress. If constructed on ground on the same level with the main works, these great outworks or advanced works should be a few feet lower than those in their rear, that an enemy's establishment in them may be fully seen and commanded.

We now proceed to speak of other works constructed beyond the covered way and glacis; known as *advanced ditches, advanced lunettes,* and *advanced covered way and glacis.* A complete set of these works all round a place would form a double line of fortification.

First, an advanced ditch is simply an excavation beyond the glacis, generally in continuation of its slope, as C, in Fig. 12,* constructed in this way, in order that its bottom may be entirely swept by the fire of the covered way.

When from the rocky or swampy nature of the ground upon which the fortification is constructed, it does not yield a sufficient quantity of soil from its ditches to construct the ramparts and parapets, an advanced ditch of this kind has been sometimes made to obtain the additional earth required. If this ditch should be dry, it would be useful to the assailant when he had pushed his attack to this point; and if it were wet, it would obstruct the sorties of the garrison: hence a covered way and glacis are necessary to cover an advanced ditch; but in this case, the advanced glacis cannot have its crest more than three or four feet above the level of the country, (and its terre-pleine below this level,) without interfering with the fire of the works in its rear, and masking its effect on the country: hence a simple advanced ditch and covered way require substantial support beyond the glacis to render them efficient; and if lunettes be added as seen in Figs. 11 and 12, the whole becomes a formidable advanced line of fortification capable of prolonging the defence for ten or twelve days, in the hands of a powerful garrison; and such multiplied works are only suited to places capable of covering large garrisons, *matériel,* and stores.

Fig. 11.

* Ditches having a counterscarp, but no scarp, as in this case, are called *Ha-ha ditches.*

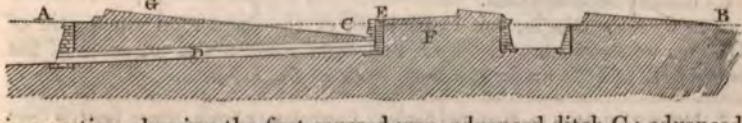
The length of the face of each lunette is about sixty yards; each flank about twenty yards long, and the ditch is usually ten yards wide. A lunette of this description, having a barbette battery at its saliant angle, is capable of receiving 150 or 200 men for its defence; yet it is too contracted to give good room for an enemy's extensive lodgment within it after it has fallen.

Lunettes are usually made on the prolongation of the capitals of the bastions and ravelins: those on the capitals of the ravelins are advanced as far into the country as possible, consistent with the established rule of keeping their saliants within the range of the defensive weapons of the place; of never reducing their flanked angles below 60°; and of directing their faces and ditches so as to receive a full flanking defence from the works in their rear,—such are the lunettes L, L, L, on the capitals of the ravelins in Fig. 11. The construction *a*, *b*, *c*, being an equilateral triangle, secures the principles just named.

It has been already mentioned that great saliant and deep re-entering angles are favourable to the defence; and here there is an opportunity of securing this advantage, by constructing the re-entering lunettes R, R, Fig. 11, as near the glacis before the bastions as possible; and thus, by drawing these in, while those on the capitals of the ravelins are projected in advance, the assailant is forced to possess himself of two saliant lunettes before he can attack the re-entering one between them; as, for instance, neither of the re-entering lunettes R, R, Fig. 11, can be attacked till the two adjoining saliant lunettes L, L, have been taken or silenced.

Conceive the advanced ditch from the foot of the first glacis to be formed by a continuation of its slope, (as shown at C, in Fig. 12,) and running out in this way till it meets the gorge of the lunettes, or the counterscarp of the advanced covered way, (and thus receiving a musketry defence from the first covered way,) in such cases as are shown in Fig. 11; this slope of the advanced ditch may be continued to form the ditch round the flanks and faces of the re-entering lunettes R, R. In the saliant lunettes, however, before the ravelins, it would be better to raise the bottom of their ditches in their rear, so as to be some feet higher than the general slope of the advanced ditch; from their rear, these ditches of the saliant lunettes may be formed in an inclined plane towards the rounding of their counterscarp. By this means, the artillery of the body of the place will be enabled to defend these ditches, without injuring the crest of the glacis of the place: if, however, the advanced ditch be wet, there will be no necessity for such an arrangement: in this case also, the gorges of the lunettes need not be revêted, as they ought to be, when the ditch is dry; and when revêted, their terre-pleine should be six feet higher than the ditch or ground in their rear, to prevent their being entered by the gorge: when this is not the case, a wall of one and a half or two feet thick, and loop-holed for musketry, should be built six feet high to close in the gorge. The following (Fig. 12)

Fig. 12.



is a section, showing the first covered way, advanced ditch C; advanced

lunette F with its ditch and covered way. Here is also represented a section of a postern D, to communicate with the lunette from the ditch of the place, and entering into this work by a flight of steps E, from the posterns within its gorge. The lunette being here two or three feet lower than the ravelin in its rear, and the advanced covered way having its crest six feet above the general level of the country AB.

The communication to an advanced lunette is not always so secure as represented in Fig. 12; it is more frequently by a caponnière G, Fig. 11, having traverses in it to prevent an enemy enfilading, or raking it, by his fire, as well as to permit the besieged to make a more obstinate defence in retiring through it. In this case, either a flight of temporary steps leads into the gorge of the lunette, or if closed by a wall, a gateway opens into it. These caponnières, however, have the disadvantage of being ready-made trenches for the enemy when he is pushing his attack along the glacis of the place.

A complete developement of advanced lunettes, as in Fig. 11, is a rare occurrence in practice; but a partial application of the use of these works is often to be found in existing fortresses. See vol. 1, plate 4, of Jones's Sieges, where we have a lunette (of St. Roque) on one of the fronts of Badajoz, that fell to the Duke of Wellington's attack in April 1812. In vol. 2, Jones's Sieges, the application of detached lunettes is to be seen in Plate xvi. which is a plan of the fortress of Bergen-op-Zoom (numbered 16, 17, and 18).*

By examining Fig. 11, it will be observed that the saliant places of arms of the covered way, before the bastions, are opposite to the re-entering lunettes RR; and it may happen (when these re-entering lunettes are much drawn in), that there is not sufficient space between these works to allow the usual slope of the glacis when prolonged, (in the formation of the advanced ditch,) to be low enough to admit of giving a gorge to the lunette, and a counterscarp to its ditch, of six feet high: to rectify this, the *glacis coupé*, or cut glacis is used; that is, in place of prolonging indefinitely the ordinary glacis, there is made of it a parapet of eighteen feet thick or more; and the ground beyond excavated like a broad, dry, shallow ditch, into which the ordinary glacis of the adjoining re-enterings will merge; by this means a height of about six feet can be gained for the gorge of the lunette and the counterscarp of its ditch. Thus the *glacis coupé* is, in fact, a parapet or species of counterguard situated upon the saliant of the covered way, having its crest in the same plane as the covered way, and flanked by the adjoining branches of the covered way.

The *glacis coupé* is frequently used in restoring ill-constructed works, or in new works where the ground does not allow of the usual glacis being formed.

Sometimes parapets are made at the foot of a glacis as at F, Fig. 11, in order to obtain a musketry fire from a more advanced situation than the covered way, or to flank some part of an advanced ditch; from their shape they are called arrows (or *flèches*); caponnières (as G, Fig. 11,) usually lead to them.

See Jones's Sieges, vol. 1, Plate 8, of the attack on the castle of Burgos, where flèches G, G, G, had been constructed on some of the low ridges of hills under the horn-work of St. Michael.

* Also see the Atlas to Maréchal Suchet's Campains in Spain, where lunettes close in the space between the northern fronts of *Tarragona* and the sea.

ADDITIONAL STATEMENT OF FACTS ON BREAKING THE LINE, 12TH APRIL, 1782.

BY SIR HOWARD DOUGLAS.

SIR HOWARD DOUGLAS has been induced to meet a recent article in the Quarterly Review, on the above subject, in the first place by a letter, which, with that of Sir Charles Dashwood, appeared in the March Number of our Journal,—and, more at length, by an Appendix of additional proofs selected from the ample store in his possession. The latter we are now happy to lay before our readers, merely remarking that, to our knowledge, reservations have been made, from motives at once honourable and prudent, of testimony equally strong, but more inculpatory.

Premising that the question has been reduced by the Quarterly Reviewer to two points, viz.—whether Mr. Clerk's work, or his ideas on the subject, had been previously communicated, directly or indirectly, to either Lord Rodney or Sir Charles Douglas,—and, secondly, whether it was Sir Charles who actually, at the critical moment, suggested and carried through the movement of breaking the enemy's line on the 12th April; and the former branch of the inquiry being decided in the negative by the Reviewer, who throws Mr. Clerk's pretensions overboard, as respects both Lord Rodney and Sir Charles Douglas—Sir Howard proceeds to discuss and confirm the latter points of the question, and recapitulates the reasoning which has already in substance been given in his letter, published in our Journal; also introducing that of Sir Charles Dashwood, which we gave at the same time. He then produces the following mass of evidence, which we have no doubt will be deemed conclusive.

The evidence which I mean to bring forward and refer to upon this part of the question, is of four classes.

FIRST CLASS OF EVIDENCE.

That of Officers who were present on board the Formidable in the Action, or who joined her soon afterwards.

1st. Sir Charles Dashwood. See my first Statement, page 1. Preface to Naval Gunnery; and the preceding explanation.
2d. Sir Joseph Yorke. See page lvii. Preface to Naval Gunnery, my first Statement, and page 2, Additional Statement.
3d. The late Sir Frederick Thesiger, first Aide-de-Camp to Lord Rodney.
4th. Frederick Knight, Esq. Secretary to Sir Charles Douglas in the action.
5th. Capt. Blaney, a Midshipman on board the Formidable—page 12.
6th. The late Lieut. Norris of the Formidable. See Sir David Milne's Letter.
7th. Sir Gilbert Blane.
8th. Frederick Edgcombe, Esq. who joined the Formidable in July 1782.

Having referred my readers to what has been already stated by the two first of these officers, I shall now proceed to the very important testimony of the late Sir Frederick Thesiger.

The Reviewer has stated (p. 72.) that "if such circumstances as those detailed by Sir Charles Dashwood had taken place, it would have been talked of and canvassed throughout the fleet, and letters would have poured into England on the subject; instead of which the writer asserts, that not a syllable of such a circumstance or altercation ever transpired either in the fleet or out of it."

In reply to this, the following letter will serve to show that communications of this description did reach England, and, as I have reason to believe, in great numbers.

The subjoined is from a gentleman, an entire stranger to me, namely, Mr. Charles Thesiger, brother of the late Sir Frederick Thesiger of the Navy, a very distinguished officer, who was on board the Formidable in the action, and acted as first aide-de-camp to Sir George Rodney. Mr. Thesiger was then twenty-four years of age, was standing close to the wheel, receiving my Father's directions—heard what passed—noted it at the time, and transmited to his brother, soon afterwards, a full and circumstantial account of the action, which entirely corroborates, in every word and particular, the statements which I have already brought forward.

(*Copy.*)

'13, St. Alban's Place, St. James's Square, 17th Feb. 1830.

'Sir,—I have just seen a recent number of the Quarterly Review, containing a laboured article, endeavouring by specious argument to invalidate the facts you had adduced in support of the claim which you had so meritoriously asserted in favour of your lamented father, as having been chiefly instrumental to the victory gained on the 12th April, 1782, by the daring exploit of carrying the British fleet through the French line; and knowing that I had in my possession a letter from my brother, the late Sir Frederick Thesiger, who acted as aide-de-camp to Lord Rodney on that important day, I have referred to it, and hope you will not consider me intrusive in having forwarded some extracts relating to the action, as strongly corroborative of the claim you have endeavoured to establish, and coinciding in a remarkable manner with the living testimonies which you have already been enabled to procure.

'My brother, at the time of the action, was twenty-four years of age, and was well known in the navy at the time of his death, when he had attained the rank of post-captain. He accompanied Lord Nelson to Copenhagen, where he also acted as his aide-de-camp, and was charged by his Lordship with his letter to the Crown Prince, which caused a cessation of hostilities. His life is to be found in the Naval Chronicle, very minutely and correctly given; and he was not only a gallant officer, but a man of unquestionable veracity.

I have the honour to be, &c.

'To Sir Howard Douglas.' (Signed) Charles Thesiger.'

'If you should have the least curiosity to compare the original with those parts which I have copied, I shall at all times be ready to produce my brother's letter.'

'*Extracts from F. Thesiger's letters, commenced December*, 1782, *and continued till 25th of February*, 1783. He had before announced his safety, and the event of the battle of the 12th of April, and this was in answer to one of mine, desiring to be furnished with more particular information. C. T.

"About seven on Sunday morning, being the 8th, our cruisers made the signal for the enemy being under sail. We immediately made the signal for our ships to get under way; and in the evening, about nine o'clock, one of our ships hailed us, and informed us the French were close a-head of us. We kept on our course until we could plainly discern their lights, and then made the signal for the fleet to lay-to, being in the order of sailing. The Admiral called for his aides-de-camp on the 9th, before we began to engage, and finding they were mere boys, he told Capt. Symonds to let him have somebody he could depend upon; he immediately introduced me, who was his aide-de-camp, and the Admiral was satisfied."

'The action of the 9th of April is then described, which was only partial, sixteen or seventeen of our ships being mere spectators, having no wind to manage them.

"The ship astern of us came into action; the rest of the centre and all the rear were prevented, from the cause I have mentioned: we lost three men and about ten wounded. Lieut. Hale was among the killed—a very amiable young man."

'The cause which led to the action on the 12th of April is then explained.

"We certainly sailed much superior to the enemy, our ships being all coppered, whereas the French had not twenty clean ships. The superiority of our sailing was very conspicuous, for although the French fleet had got off so great a distance to windward, yet before night we came up within three or four miles of them, and had we carried the same sail, we should have brought them to action long before; we may consider the accident which happened to the Zele, as a very favourable circumstance to us. She got foul of the Ville de Paris in the night and carried away her foremast and bowsprit, which brought the fleet very much to leeward; in the morning on the 12th we saw the Zele in tow by a frigate, which was going with her into Guadaloupe. We

sent two or three ships after her, but the French fleet bearing down, we recalled them, and they formed themselves into the line of battle close to the wind: the enemy did the same, but they were too late, for they thought to pass our line at the distance they did on the 9th, and in every action this war; but they fairly entrapped themselves, and we chose our distance. The van and the centre divisions a-head of us, passed close along the French line. The Formidable went through, and the rest of the centre and rear divisions followed. * neither should we have got through if his orders had been obeyed. * Sir Charles Douglas is the man who had the sole merit of fighting the Formidable; * As we were passing the French line, it was glorious and animating to hear Sir Charles giving his orders with so much clearness, and at the same time so much elated; it had a wonderful effect upon me, and I felt myself honoured fighting by a person possessing so much magnanimity. He conducted the Formidable as close along the French line as it was possible; the five or six last ships I could have thrown cold shot aboard them, they were so near. The Admiral cried, 'No nearer;' Sir Charles, 'Luff, my boys, and the day's our own.' 'No nearer, I say,' repeated the Admiral. 'Don't fall off,' answered Sir Charles. The Admiral came to me, and ordered me to go to the wheel and see the helm put up; but as Sir Charles kept incessantly crying, 'Luff, my boys, luff,' and it is always an inferior officer's duty to obey the last command, therefore I did not put the Admiral's orders into execution."

'The letter so often adverted to, and to which you attach some importance, contains matter of a private and domestic nature, which prevents me from trusting it out of my own possession; but those parts relating to the naval events of that period may be inspected by any one on either side of the question. (Signed) C. T.'

'*Extract of a letter from Frederick Knight, Esq. now living at Stonehouse, Devon, who was Sir Charles Douglas's Secretary at the time of the action, was present on the quarter-deck, and whose peculiar duty it was to observe and note all that passed.*

(Extract.) "Union Street, Stonehouse, February 26th, 1830.

"In reply to your inquiries concerning the subject of breaking the enemy's line on the 12th of April, 1782, I beg to state, that the merit attached to that bold and fortunate manœuvre rests wholly on the late Sir Charles Douglas. Sir Charles saw an opening astern of the Ville de Paris, and, on meeting Lord Rodney, said, 'I give you joy of the victory; only break the enemy's line, and we shall have possession of the Ville de Paris before night.'"—The writer then goes on to state, that at first the Admiral objected, and in very strong terms. "But Sir Charles persisted in the propriety of breaking the line, and said, 'Mr. Harris, put the helm a-port.' The Admiral ordered it a-starboard. The Admiral then went into the cabin. He remained a very short time, and then returned to the quarter-deck again, when Sir Charles repeated his desire to break the line, when the Admiral said, 'Do as you please.' The helm was then put to port, and the Formidable passed through the line, and was followed by the Namur and the other British ships in gallant style. The enemy were put into the greatest confusion, and were terror-struck by this new manner of fighting.

"From the situation I held at the time (Secretary to Sir C. Douglas), I think I may positively assert, that the idea of breaking the line was never mentioned between him and the Admiral till the time of its being put into execution, and from what I have already stated, the thought was momentary, and originated with Sir Charles.

(Signed) FREDERICK KNIGHT."

"Commissioner Edgecombe, Victualling Office."

'*Extract of a Letter from Capt. Blaney, who was a Midshipman on board the Formidable in the Action.*

"Plymouth, February 3d, 1830.

"MY DEAR SIR,—I am favoured with your letter of the 1st instant, and hasten to comply with your wishes.

"I do not think there was the smallest intention of breaking the enemy's line, until a few minutes before the opportunity presented itself of doing so with the effect that followed. There can be no doubt of an altercation between the Commander-in-Chief and the Captain of the Fleet, whether the helm should be put a-starboard or port, *which was alternately done*, and even a-port by the motion of Sir Charles's hand. In this situa-

tion was the Formidable, making an angle with the ship our second a-hand, when the helm was desired to be put a-port without farther opposition. Sir Charles had frequently called to the man at the wheel, 'Luff, my man, luff; keep her close at it.' Almost in an instant were four of the enemy's ships opposed to our larboard broadside, who had, on our breaking through, fallen aboard each other.

"It was generally understood that Lord Rodney said, 'Do as you please, Sir Charles,' and from this permission the helm was ordered down, that is a-port. The Admiral was mostly in his chair on the quarter-deck, and with difficulty could walk with the gout. My journal for the Formidable from December 1781, to April 1783, is at this moment before me: the transactions of the 9th and 12th April were wrote the next day.

"Should you have any wish to peruse them, you have only to say the word.

"Believe me, my dear Sir,

"With much esteem, your's very truly,

"G. W. Blaney.

"Commissioner Edgecombe."

With respect to Sir Gilbert Blane, if the writer had not endeavoured to draw inferences against what I have advanced in my statement, from a letter written by this learned and distinguished person, which I believe I am warranted in saying was not intended to meet the public eye, I should, from motives of delicacy, in the compliance with Sir Gilbert's wishes not to be questioned on this part of the controversy, abstain from bringing his name forward at all.

Sir Gilbert Blane was one of the first to whom I applied for information; but learning from him that he had always acted upon a determination never to speak of a subject any interference with which would, he perceived, place him in a very difficult situation, and that he was still desirous of not being pressed upon this part of the question, I could not in common delicacy urge him further. But I read the whole of my "Statement" to him; sent him a copy of my work as soon as it was published; and received from him a letter, from which I extract the subjoined; and I have seen, within these few days, a valuable little tract of Sir Gilbert's, on some professional matters, in which I find that which follows, fresh from his hand.

Extract of a Letter from Sir Gilbert Blane.

"My being late in coming home when I received your letter, prevented me from answering it as soon as you wished.

"I can have no objection to your inserting the note you propose. I certainly never heard either the name of Mr. Clerk or his work till some time after the peace, when in England.

"The Admiral certainly was a good deal in the cabin under the poop, during part of the action, and I employed myself in assisting to work a nine-pounder there. But a short time before the breaking of the line, we were both on the quarter-deck, as must have been the case, when on observing us fast approaching the Glorieux, he looked round, and seeing none of his aides-de-camp, he sent me to the lower gun-deck to order them to lower their metal. I think it likely that it was while I was so engaged, that what Sir Charles Dashwood told you took place. I should like much that Sir C. Dashwood were to see my printed account of the action; and as I do not mention the circumstance of my being sent to the lower gun-deck, could you ask him if he remembers it? I abstained from publishing it, as it would look vainglorious and out of character for me. There is not the smallest item of contradiction or inconsistency between my printed account and the statement you showed me.

(Signed) "Gilbert Blane."

"It is not much out of place here to remark, that it was considered as a fortunate circumstance for the service, that the Commander-in-Chief of the fleet in the West Indies, in the memorable campaign of 1782, should have had about his person to assist and advise him, so able an officer as Sir Charles Douglas, he himself being almost always in such bad health, either from illness or convalescence from the gout, from debility and unequal spirits, so as to render him less equal to the fatiguing and anxious duties inseparable from such high responsibility."—*Memoir on Military Punishments, by Sir Gilbert Blane.*

I believe no one who has heard the terms in which, in conformity with his earlier resolutions, Sir Gilbert replies to questions put to him touching the fact which I assert, or who considers the import of what precedes, with reference to the time at which it was written, namely, in the middle of this controversy, will doubt that my Father did give and urge his advice, as I have shown. I wish not myself to draw any positive inference, but I assert that Sir Gilbert does not deny my Father's claim. This is evident, even from the communication which the Reviewer quotes from Sir Gilbert's letter, which only goes to rebut the aspersion, which no person but your contributor has ever surmised, that Sir George Rodney was not on the quarter-deck during the whole of the action. To this I am permitted to add, what Sir Gilbert has often told me, and which cannot but have allusion to the only circumstance that can make the conduct he eulogises "magnanimous," that no part of my Father's conduct was more conspicuous and magnanimous, or that he, Sir Gilbert, has had more occasion to admire, than the manner in which my Father waved the subject in society, and disclaimed compliments which he, Sir Gilbert, had often heard tendered, at his table, to my Father.

(Extract.) "Victualling Office, February 5th, 1830.

"Immediately after parting with you the other day, I committed to paper the impression on my mind of the transaction in question. It is as follows:—

"When opposite the Glorieux, Sir C. Douglas is reported to have said, 'Now is the glorious moment for breaking the enemy's line;' Lord Rodney to have replied, 'Suppose the fleet should be scattered;' Sir Charles to have rejoined, 'The fleet will not be scattered;'—that *port* and *starboard* was alternately ordered by those officers; that in the end Lord Rodney said, 'Do as you please,' and went into his cabin, when Sir Charles said, 'Down with the helm.' Of course there were many versions of this conversation in circulation, but I have the strongest recollection I have stated the substance of what I heard on joining the Formidable, in July 1782.

(Signed) "F. EDGCOMBE.

"Sir Howard Douglas."

SECOND CLASS OF EVIDENCE.

Letters addressed to my Father, and found among his papers, expressly ascribing to him the Manœuvre in question, and congratulating him on the glory he had gained.

1st. Lieut. Cleiland, of the Fame 74.
2d. Gen. Smith, Uncle to Sir Sidney Smith.

Extract of a letter from Lieut. Cleiland, of the Fame, 74, who was present in the action, to Sir Charles Douglas, dated Fame, Monday morning.—Selected from my Father's papers.

"Fame, Monday Noon.

"Sir Charles,—I have been exceedingly unhappy in hearing of your indisposition, and more so by not having it in my power to have called in person.

"I pray to God, Sir Charles, for your health, which is of more consequence to the nation than two-thirds of the nation are at present acquainted with. I have wrote as far as my humble abilities can scan over, the ever memorable day, and this I'm sure, that Royalty, if not Majesty, will see. And it contains nothing but truth,—it will add lustre to those who gloriously fought and pointed out so masterly a stroke that records cannot show. "I have the honour, &c. &c.

(Signed) "ROBT. CLEILAND.

"To Sir Charles Douglas, Bart."

Extract of a letter from the late Gen. Edward Smith, to Sir Charles Douglas, dated Charles Street, December 13th, 1782.—Selected from my Father's papers.

"Hughes in the East Indies has had hard blows, and has fought well; but I think if manœuvre was more fashionable, and Sir Charles Douglas's system with De Grasse closely copied and imitated, we should save lives and gain more glory, perhaps not so complete as yours, but still sufficient to master always the enemy we may have to deal with."

THIRD CLASS OF EVIDENCE.

Letters from Officers now living, who were present in the Action, in addition to those already mentioned; and which prove that the belief and impression were general, if not universal, in the Fleet at the time, that my Father suggested, proposed, and urged the decisive, unpremeditated operation—namely:

1st. Capt. Rotherham, Lieutenant of the Monarch, Collingwood's Captain in the Battle of Trafalgar.
2d. Capt. Sayer, Anson.
3d. Sir David Milne.
4th. Admiral Lawford, Namur.
5th. Capt. Tobin, Namur.
6th. Admiral Richard Dacres, First Lieutenant, Alcide.
7th. Sir Arthur Legge, Prince George.
8th. Capt. Kerr, Endymion.
9th. Capt. Spear, Marlborough.

" Royal Hospital, Greenwich, November 7th, 1829.

" Dear Sir,—I beg you will accept my sincere thanks for the honour done me by your having forwarded your excellent pamphlet, containing the important facts relative to the glorious victory obtained by our fleet on the 12th April, 1782.

" Being myself a lieutenant of H. M. S. Monarch, on that occasion, I have it in my power, by a reference to the plans and minutes I then made, to vouch for the truth and justness of your statement, being always of opinion that the success of that eventful day may be attributed to that masterly (but before unheard of) manœuvre of passing through the enemy's line, and which, from conversations I have had with a distinguished officer in that fleet, now defunct, and who was Sir George Rodney's second astern, I am as fully convinced as man can be, that the invention originated with your zealous and revered Father, whose memory deserves to be retained in grateful remembrance by the service, to which he was an ornament, and our beloved country, which was benefited so materially by his able exertions.

" I have the honour to be, &c. &c.
(Signed) " Edward Rotherham.

" Sir H. Douglas, Bart."

Extract of a letter, dated Stoke, Devonport, 6th February, 1830, from Capt. Sayer, Royal Navy, to F. Edgecombe, Esq.

" I was myself in the battle as a midshipman on board the Anson, Capt. Blair *(who was killed in the early part of it)*, and was myself slightly wounded in the leg: our lieutenants were—1st, Anthony Gibbs; 2d, James May, and 3d, Sir J. Athol Wood, all since dead; and I remember perfectly the opinion was, that on approaching the enemy's fleet, Sir Charles Douglas signified the fine opportunity now coming for going through the line, which Lord Rodney was supposed to be much against, fearing it would cause great confusion among our own ships, and probably separate them; however, it was said, that Sir Charles being so firmly decided on making the attempt, his Lordship was induced to give it up to him to act as he pleased; and in consequence, the Formidable was kept to the wind by order of Sir Charles, and the enemy's line was broken through: of course I was too young to know much about the matter, but I have always understood that the line would not have been broken but for the firmness of Sir Charles Douglas.

(Signed) " George Sayer."

" Coldstream, 18th February, 1830.

" Sir,—I had the honour yesterday of receiving your letter of the 13th instant. In answer to which I can only state what was generally the opinion in the fleet regarding the breaking of the French, on the 12th of April, 1782.

" It was generally understood, that at the time the centre of our fleet came along the French line engaging as they passed—that at that moment a difference of opinion prevailed between the Commander-in-Chief, Sir George B. Rodney and Sir Charles Douglas, Captain of the Fleet, regarding passing through the French line; that this was not settled until the event actually took place. The Commander-in-Chief, not approving of the measure, was calling to the man at the wheel to *starboard* the helm, while Sir Charles Douglas, who was for the measure, was calling out to *port* the helm;

and during this altercation, the Formidable passed through the line, followed by the ships astern, thus throwing that division of the French fleet between two fires. I was at that time in the Canada, commanded by the Hon. Capt. Cornwallis, the third ship astern of the Formidable. This is, as far as was generally understood at the time, what occurred regarding the above-mentioned manœuvre, and I have never understood it otherwise; this was also corroborated by an old and intimate acquaintance of mine, now dead, a Mr. Norris, afterwards Lieut. Norris, who was on board the Formidable at the time, and, I believe, on the quarter-deck, who often mentioned the circumstances to me.

"This is what occurs to my recollection respecting your queries, and the impression at the time was, and always has been, as I have stated above.

"I have the honour to be, &c. &c.

"Major-Gen. Sir H. Douglas, Bt." (Signed) "David Milne.

"My dear Sir Alexander,—Should you see Sir Howard Douglas, will you have the goodness to thank him for the honour, I conceive, he does me, in sending me his Statement of Facts respecting the Breaking of the Enemy's Line in the Action of the 12th of April, 1782.

"I have read it with much interest, as it recalls to my recollection all the circumstances of that important event. It was my good fortune to be a Lieutenant in the Namur, the ship immediately astern of the Formidable, and I remember it was generally said, and believed, that Sir Charles Douglas had the merit of pointing out to the Commander-in-Chief the glorious opportunity which then presented itself of passing through the opening in the enemy's line.

"With best compliments to Lady Bryce, in which Mrs. Lawford begs to unite,

"I remain, my dear Sir, &c. &c.

"Major-Gen. Sir A. Bryce." (Signed) "John Lawford.

"Teignmouth, February 9th, 1830.

"It is somewhat strange that I never knew any thing of a third edition of Mr. Clerk's Naval Tactics, nor can I now find any account of it in the periodical journals: but, whatever may be stated in the work respecting the breaking of the line on the 12th of April, my mind has always been under an impression that it was put in force on a sudden suggestion of your excellent Father to the Commander-in-Chief, and the strong testimony recently adduced in your pamphlet, cannot but (of course) serve to give stability to such an opinion. Indeed, what right have I to doubt, when two officers of high reputation and integrity, who were on the quarter-deck of the Formidable, and whose duty it was to watch every word, look, and motion of the Commander-in-Chief and Captain of the Fleet, declare such to have been the case?

"Major-Gen. Sir H. Douglas, Bt." (Signed) "Geo. Tobin.

(Copy.) "Bathford, February 27th, 1830.

"Sir,—In replying to your letter of the 20th instant, I beg to state that I cannot, after such a lapse of time, presume to give a positive opinion on the question you put to me. On the 12th of April, 1782, I was First Lieutenant of the Alcide, the third ship in the van, therefore know little of what happened in the rear, but perfectly remember, on the smoke clearing up, seeing the Formidable and Namur to windward of both lines. The impression on my mind was then, and ever has been, that the breaking the line was accidental, and never contemplated: had it been so, the fleet ought to have known it. There, no doubt, were reports in the fleet that your Father was the person who suggested it to Sir George.*

"I have the honour to be, &c. &c.

"Sir H. Douglas, Bart." (Signed) "Rich. Dacres.

(Extract.) "Blackheath, 27th January, 1830.

"In the action of the 12th of April, I served as a midshipman on board the Prince George, and was quartered on the main-deck; we were second to Sir Francis Drake in the van; I could not, therefore, see what passed in the centre, but I perfectly recollect that it was reported among the officers of the fleet when we got to Port Royal, and generally believed, that the cutting through the enemy's line was suggested to Sir George Rodney by Sir Charles Douglas, Captain of the Fleet, though I can't say that I heard Sir George had objected to the measure.

"Believe me, &c. &c.

(Signed) "A. K. Legge."

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* I reserve part of this letter.

FOURTH CLASS OF EVIDENCE.

Letters from Officers who were at Jamaica when the Fleet and Prizes arrived, a few days after the Action, to show that the belief and impression were generally circulated and entertained in all societies at Port Royal, that the decisive operation was pointed out by my Father at the important moment.

1st. Lieut.-Gen. Maitland, in Garrison at Port Royal.
2d. Capt. Fyffe, of the London.
3d. Doctor Black.

(Copy.) " London, 28th January, 1830.

" I send you in writing the substance of what I expressed to you a few days ago, when I happened to converse with you on the subject now debated, relative to Admiral Lord Rodney and Sir Charles Douglas.

" That I was in Jamaica, being then an officer in the 14th Regiment, when our fleet and the French captured ships arrived at Port Royal; that, at that time, the action which had just taken place, was the common subject of conversation; and that it was very generally said and understood, that the manœuvre which had decided the victory, meaning the breaking the enemy's line, originated with Sir Charles Douglas, and that it was Sir Charles who proposed to and urged the measure with the Admiral.

" This I heard certainly then in general conversations, and I have often since heard the same opinion expressed among naval officers.

(Signed) " Fred. Maitland.

" Major-Gen. Sir Howard Douglas, Bart."

" Albany-Street, Edinburgh, 19th February, 1830.

" Sir,—I was favoured with your's some days since, but delayed replying to it till I could see some brother officers (here) that I knew had been in the action of the 12th of April, 1782. I was not in that fleet with Sir George Rodney, but was in the London, at Jamaica, when the squadron came down with the prizes, and the impression is strong on my memory, that the prevailing opinion amongst the officers was that Sir Charles Douglas had the merit of planning and carrying into effect the breaking of the French line of battle on that day. Captain Alexander Robert Kerr (residing here), who was midshipman of the Endymion repeating frigate on that day, has the same opinion as to the officers. Captain Spear says, in his note to me: 'I was midshipman in the Marlborough, in the action of the 12th of April, 1782, but quartered on the lower-deck, therefore can only speak from hearsay; that ship led the line on that day and fetched upon opposite tack to the enemy, within five or six ships of their van ship, then edged away long their line; recollects it was afterwards said that the breaking of the line was accidental, but had been suggested by Sir Charles Douglas to Sir George Rodney, and that Clerk's Naval Tactics had nothing to do with it.' I am sorry that I cannot give you better information on a subject that you appear much interested in.

" Major-Gen. Sir Howard Douglas." (Signed) " John Fyffe.

" Kirkaldy, March 15th, 1830.

" Sir,—I had the honour to receive your letter of the 8th instant, in which you request to know what I recollect concerning the opinion in the fleet formed of the memorable engagement of the 12th of April, 1782.

" I was in the West Indies at the time, but not present at that brilliant achievement. The ship I belonged to was at Jamaica, where the victorious fleet with the captured ships came to, immediately after the engagement, and I had considerable intercourse with the officers of many of the ships. The facts generally stated were, that Sir Charles Douglas noticed the practicability of breaking the French line, and pointed it out to Lord Rodney, and urged the measure strenuously. I do not recollect hearing that Lord Rodney had premeditated or predetermined on this mode of attack whenever the fleets should meet.

" It is now near fifty years since, and I am fourscore years of age; yet I think my recollections are distinct still concerning the share of merit which was allowed Sir Charles Douglas, by those who were present, and knew all the circumstances of that eventful day. " I have the honour to be, &c.

" Sir H. Douglas, Bart." (Signed) " W. Black."

I here close the evidence upon this part of the question. To the stock which I possess, almost every day contributes. I regret that I should have been obliged to say so much on the subject, and have only to hope that I may not be *under* the necessity of reverting to it.

ON THE DIMINUTION OF EXPENSE, AND THE INCREASE OF EFFICIENCY ATTAINABLE BY THE IMPROVEMENT OF THE MATERIEL OF THE NAVY.

Mr. Editor,—You having shown in your March Number, a mode of loading guns at the breech, proposed by Mr. Tucker, I am led to call the attention of your readers to the importance of mounting guns of this description on the principle of non-recoil, as the greatest advantage of loading a gun at the breech appears to me to be that of enabling it to be loaded when in its place.

By mounting a gun capable of being loaded at the breech on the non-recoil principle, so as that it should swivel in the port-hole, in the manner of a ball-and-socket joint, the motion requisite for taking aim might be given to the gun, without leaving any vacancy in the ship's side or bulwarks for the admission of the enemy's shot, while at the same time it would be capable of being traversed, elevated, and depressed, to a much greater extent than by means of any of the gun-carriages in use. In the hopes of calling attention to the importance of improvements in naval ordnance, and in the mode of mounting it, such as shall encrease the facility and expedition of firing, I enclose the copy of some memoranda which I have submitted to the superior authority, and in which memoranda, amongst other suggestions in regard to our naval armaments, different modes of mounting guns are alluded to. These modes appear to be in various ways productive of economy and efficiency; of economy in the first cost, and in the diminished wear and tear of the carriages, as also in the number of men necessary for working the guns; and of efficiency, by affording the means of firing at least two broadsides to one from guns mounted in the usual manner; as shown in the instance of the action of the Millbrook with the Bellone, when with guns so mounted, as appears in James's Naval History:* "by the time the Bellone had fired her third broadside, the schooner had discharged *eleven* broadsides." Various other advantages of mounting guns on the principle of non-recoil, with other observations relative to the arming vessels of war, may be seen in my Naval Papers, No. 7.†

MEMORANDA.

The *matériel of the navy* being a term which, although very expressive, does not appear to be as yet in general use, it seems proper to specify the principal articles or implements of naval warfare comprised under that comprehensive term, arranging them in the order of their more immediate subserviency to the attainment of the ultimate object of a naval armament, the overcoming the enemy.

Of these implements, that which, according to the present mode of warfare, presents itself first in the order of subserviency, and therefore of importance, is the shot, by the propelling of which the enemy is to be subdued; Secondly, the gunpowder, by the explosion of which the propelling force is produced; Thirdly, the gun, by means of which the expansive force of the powder is confined to the propelling the shot in a certain direction; Fourthly, the carriage on which the gun is mounted, so as that it may be fired as quickly and as accurately as possible towards the object aimed at; and, fifthly, that pre-eminent implement, the vessel of war, by which the above-mentioned more immediate implements of destruction are to be brought into the situation and position most advantageous for attacking the enemy.

Besides the above articles which constitute the immediately efficient *matériel* of the navy, a great variety of other subordinate articles are necessary for the preparation of this immediate *matériel*, and for its maintenance in a state of more or less readiness for service, such are docks, basins, quays, jetties, and

* Vol. 2, page 482 to 484.

† Published by Longman & Co., and by Hatchard and Son.

the several manufacturing establishments comprised in our arsenals, dock-yards and victualling establishments, together with all the mechanical engines and apparatus employed to facilitate the several operations carried on in these establishments, to which may be added the accommodations afforded by ports and harbours, the utility of which, whether in their natural or in their improved state, will be more or less extensive, according to the depth of water which vessels employed for war, or for other purposes, may require.

When the immense expense incurred in providing this *matériel* is brought to view, and when it is observed how great a part of that expense is incurred on account of articles, many of which after they are provided are so ill-suited to their intended purposes, or so unnecessary, that little if any use is made of them, the need may well present itself of inquiring whether any comprehensive view has ever been taken of the purposes for which the several articles have been designed, or of the particulars on which their fitness for these several purposes depends, as also whether any such particulars have ever been noted on record for the guidance of those to whom the planning of these expensive articles is confided: it may likewise seem prudent that this inquiry should take place previously to the incurring any farther expense in attempts at improving the *matériel* of the navy, with a view either to the correcting of defects that may be evident in articles already provided, or to the providing of articles of superior efficacy in future. The need of these inquiries seems the more urgent at present, not merely in consequence of the apparent determination of those in power to diminish public expenditure, but on account of the evident intention to apply the force of steam to the navigation of vessels of war; since such a determination must, of course, give rise to proposals for considerable changes in the *matériel*, as well as in the mode of employing it against the enemy, and which changes cannot be duly decided on until an investigation of the particulars above mentioned has taken place. For the purpose of facilitating such an investigation, I have in the first of my Naval Essays, noted the specific inquiries which suggested themselves as proper to bring to view, as well the fitness or unfitness of some of the different articles of the *matériel* at present in use, as of any others for the same purpose that may be offered for adoption. That no such comprehensive view has yet been taken of the subject, is evident from the great variety observable in the articles employed on the same service, however great the difference may be in their degree of fitness for that service. It does not, indeed, appear that any attempts have been made to render any one of these articles, either as fit as possible for any one particular purpose, or to render it applicable with advantage to as many purposes as possible towards the attainment of the ultimate object of naval warfare.

Sir Howard Douglas in his excellent treatise on Naval Gunnery observes, that there are twenty-seven varieties of cannon in use for the navy: he might have added that the variety of shot is probably greater. So in regard to the vessels provided for war, independently of the great variety in bulk and form of some of those which mount the same number of guns, the varieties in the force of different vessels, in respect to the different number of guns they mount, are (as appears by the naval list) about forty-four, the greatest number mounted on board the same vessel being one hundred and twenty, the smallest number two, and this exclusively of vessels mounting only one gun, and which, although under the denomination of gun-boats, have been found under some circumstances more efficient than any of the larger vessels.

As to the considerations which may have given rise to the providing so great a variety of vessels, I will venture to affirm that nothing satisfactory on this subject is to be found on record. I have heard, indeed, that some varieties have, from time to time, been introduced into the several classes of vessels, for the purpose of rendering them more fit to engage with vessels of the enemy of a similar class or description; and were it supposable that each vessel of ours should be destined to meet with, and ought therefore to be prepared to combat no other of the enemy's vessels than one of the same denomination only, this

might afford a plea for introducing a new variety: but while every vessel sent to sea is liable to meet with any of the varieties of vessels which our enemies may have at their disposal, it must surely be deemed of the first importance that every vessel, whatever be its class or denomination, should be furnished with means of propelling shot of the most efficient description, although few in number, to the requisite distance, and that the guns for propelling such shot should be mounted in a manner suited to propel the greatest number of them in a given time, with the best assurance of hitting the object aimed at. Guns of such efficiency are to be found in abundance in our arsenals; and of all the varieties of vessels we possess, there is not one that is not capable of being armed in this efficient manner. But even with this precaution, the calculable chance of success of a vessel so armed, will not alone depend on the number of such efficient guns with which it is armed, but also most decidedly on its power of locomotion; while there is the power of attaining and continuing in a situation within the range of the shot employed, or of removing beyond the range of the enemy's shot at pleasure, as well as turning the vessel in any direction most advantageous during an action, there is no reason to apprehend a defeat in consequence of any superiority of the enemy in regard to the class of vessel, or to the number or the sizes of the guns; and farther, if any one of our various vessels, even though of the smallest class, besides being provided with superior means of locomotion, should be enabled, although from a single gun, to throw shot with due accuracy beyond the distance to which the enemy can throw their's, the calculable chance of success would be greatly in favour of such a vessel, trusting only to the force of a single gun, although opposed to an enemy's vessel carrying guns according to its class, even to the amount of an hundred and twenty. On many occasions it has been said, that the adoption of so many varieties in vessels or in guns, has been preceded by experiment; but on referring to the statement of experiments that have been undertaken on any subjects comprised in the naval department as officially recorded, very few are the cases in which the results will be found to have been sufficiently decisive to have afforded good grounds either for the adoption or for the rejection of the proposal which gave rise to the experiment; and when the result has indicated an advantage derivable from the proposed improvement, the cases are still fewer in which the obtaining of that advantage has been pursued.*

In regard to the improvement of that principal article, the vessel of war, the form and bulk of which, besides the importance of these particulars as conducive to immediate efficiency, must have the most extensive influence on the fitness of all the very expensive subordinate articles requisite as above noticed, for the preparation and maintenance of this principal article, I have in a separate paper (not published) suggested a course of experiments such as appeared suited to resolve questions relative to bulk and form, with a view to all the purposes of commerce as well as of war; but as to the bulk and the form, as also the arrangement of some of the parts of vessels particularly adapted to warfare, even although the course of experiments above alluded to were gone through, no well grounded judgment can be formed relative to these particulars, until some decision is come to in regard to the more immediate implements of warfare, the shot, the gun, and the mode of loading and pointing it; and although much light has been thrown on this subject by the experiments that have been carried on by the Ordnance Department, some farther experiments seem requisite to afford sufficient grounds for the decision of questions so important. In the mean time, however, I will venture to indicate some improvements, which, in regard to each of the principal implements of warfare, have suggested them-

* In my Naval Papers, No. 2, p. 63, there is given an account, taken from an official paper presented to the Admiralty, of an experiment, which, having been undertaken under circumstances, and carried on under the direction of persons most likely to have insured a sufficiency of care and circumspection, seems on this occasion particularly worthy attention.

selves, as founded on such experiments as have come to my knowledge, or on such experience as the circumstances in which I have been placed have afforded me. These indications may serve, at least, to give some idea of the kind of improvements to be expected from the close and more comprehensive view which I am so anxious should be taken of this great national concern.

1st. In regard to the weight and size of shot suited to naval service in general, although it might be expedient, for some particular purposes, to provide shot of so great a weight as that, independently of its farther destructive power by explosion, or combustion, it might, by the size of the breach it would make in a vessel, be sufficient to destroy any vessel of the enemy; and although it might be easy to provide guns of a size suited to this purpose, as well as vessels from which such guns might be fired without injuring their structure; yet, for the present, unless the enemy should be found to be provided with larger and more destructive shot than they have hitherto been known to employ, or to have rendered their vessels less penetrable than heretofore, considerations of economy seem to afford reason for postponing any extension of the sizes of shot beyond the larger of those sizes for the throwing of which guns are already provided.

Sir H. Douglas, in speaking of the variety of cannon and shot of the same denomination, observes, that the bore of a thirty-two pounder, for example, in a carronade, is different from that of a long thirty-two pounder for naval service, and also different from that of a thirty-two pounder for land service; insomuch that shot prepared for the one of these guns will not go into the other; or when the smaller shot unavoidably or by mistake are fired from the gun with the larger bore, its efficiency is materially diminished. He also notices how much the size of the shot is altered by rust: in order to prevent this cause of unfitness, he proposes the expedient of painting the shot, and there seems no doubt but that this desirable effect may be produced, by employing the sorts of pigment or varnish, which have been found the most effectual in protecting other articles of cast iron; but I would propose that care should at the same time be taken that the paint used for the two or three different sizes of shot of the same denomination should be of a different colour, whereby the distributing these various shot for use to the different guns they are fit for, would be much facilitated.

To do away entirely the inconvenience of the various shot not being suited to the various bores of the guns, Sir H. proposes enlarging the bores of the carronades, the bore of which is at present the smallest, so that the bore of all the guns of the same denomination shall be the same. This, no doubt, would be effectual for the intended purpose; but as this would induce the condemnation of a great quantity of shot, which being provided, are well suited to the guns of the lesser bore, such as carronades, I should think these shot, when distinguished by different colours, might be continued in use for the present, deferring the providing new shot to suit the enlarged bore, until the fittest description of shot, in regard to form and other important particulars, be decided on.

2dly. As to improvement of the form of shot, such as the substitution of an elongated for the round form, Sir H. Douglas's statements seems sufficient to prove the expediency of such a change where circumstances will admit of it; but as to what specific form is the best for any purpose, I can see no reason for concluding, that the form specified by Sir H. Douglas as having been employed in experiments, is the most perfect; I should rather look upon the question relative to the form of shot as requiring farther experiment for its decision. The ascertaining the fittest form of a shot for passing through the air, seems as essential to the improvement of gunnery, as the ascertaining the fittest form of a vessel for passing through water, is for the improvement of a vessel for navigation. It is also evident that shot of such an improved form, if hollow, might, as well as globular shot, be filled either with explodable or combustible matter, or occasionally with a heavier metal, such as lead, when requisite, to enable it to be propelled to an extraordinary distance or with extraordinary impetus.

3dly. For the purpose of enabling a shot to be propelled to the greatest distance with the least quantity of powder, and by means of the shortest and conse-

quently lightest gun, the most effectual mean is evidently the diminution of windage; this diminution of windage is only to be obtained by causing the shot to fit more exactly than usual to the bore of the gun. Desirable as this closer fitting is shown to be by Sir Howard Douglas, nevertheless, in consequence of the imperfection in uniformity of the shot, either when new, or when become irregular by rust, he has deemed it prudent to allow one-tenth of an inch for windage, and while shot are cast, as at present, globular, it cannot be expected that they should be made to fill up the bore more completely; but if the shot were, as above mentioned, oval, or otherwise oblong and cylindrical for a small part of their length,—a form, which according to Sir Howard Douglas's statement, has already been found to be advantageous,—it appears to me, that it would be easy, either by more perfect casting, or by means of a subsequent mechanical operation for giving greater accuracy, to make the cylindrical part of the shot to fit the bore so perfectly, as to slide along it nearly air-tight; in which case, the loss of propelling force from the windage would be obviated, whilst the shot would be better directed and cause less injury to the bore of the gun. So much of the shot as it might be found worth while to give extra smoothness to by such mechanical means, might be coated with paint or varnish, as recommended by Sir H. Douglas; otherwise, a small groove being cast round the middle of the shot, a thin band of lead might be inserted in it by casting or otherwise. This additional metal would not be so subject to rust, and if this leaden belt, after being made to fill the bore with accuracy, should have become battered and untrue, it might be easily re-adapted to the guns by being forced through a gage previously to its being employed, an expedient which was formerly proposed by Dr. Hutton.

If by these or any other means deemed more suitable, the windage of guns could be diminished, it seems to be admitted, as stated by Sir H. Douglas, that not only the charge of powder might in consequence be diminished, but consequently a gun of less dimensions might then be brought into use; this diminution of length and weight, if obtained without any considerable diminution of efficacy, would be very advantageous in regard either to land or to sea service.

4th. In treating of the use of wads, Sir H. Douglas, after showing their inutility for diminishing windage, notices his having had occasion to observe that the ramming in of a thick wad had often caused a delay of two or three minutes in the firing. I suppose this happened when firing for experiment; but as such a delay may appear as likely to arise from such a cause during the eagerness of an action, as in an experiment under the inspection of officers, I cannot but suppose this observation must alone be sufficient to cause the adoption of such an improved simple wad as would be an insurance against any such delay, the consequences of which might be disastrous.* Perhaps it may be deemed preferable, in regard to shot of an oblong form, to apply a band of some such elastic matter as worsted, which band, if confined in its place by some adhesive matter, or by being inserted in a small groove as above mentioned, might answer all the purposes of a wad, so that not only the delay and the employment of an additional hand for the insertion of the wad would be obviated, but the space and care now requisite to provide stowage for as many wads as shot would be saved.

5th. In regard to the mode of mounting guns, their efficiency, and consequently the success of a naval armament, will be found to depend on this particular, in a degree far greater than seems to have been hitherto considered; since not only the quickness of firing, the accuracy of aim, and the diminution of the chance of injury from the enemy's shot, but also the number of guns, and of the

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* Some experimental guns, with which the Arrow and the Dart were partly armed above thirty years ago, were prepared to be used without any wads, and were found on trial to succeed perfectly; but the irregularity in the sizes of shot served to the navy, induced me to change these guns for carronades.

hands necessary for working them, and farther of the vessels required to produce a naval force of a given amount, will be found to be most essentially influenced by the manner in which the guns are mounted. Of the different modes which have come to my knowledge, and of which the superior efficiency has been experienced, two present themselves as preferable to any others that I am acquainted with. One is the mounting the gun, so as that it should have no recoil beyond that afforded by the elasticity of the matter by which the recoil is prevented. The other is the mounting the guns in pairs, attached one to each end of the same breeching, long enough to permit one gun to recoil to the situation most favourable to loading, and so that the recoil of that one gun should draw out the other to the situation most proper for firing.* By either of these modes, the time lost as at present in replacing the gun before its firing can be repeated, is altogether saved. Either of these modes appears to be preferable to the present mode of mounting guns on wheels, which, although they facilitate motion in a direction generally disadvantageous, afford no facility to the traversing the gun for taking aim.

As to the mode by which the chance of injury from the enemy's shot may be diminished, that chance, as far as it is calculable, will depend on the length of time the vessel whilst firing the requisite number of shot is exposed to the enemy's fire, as also on the more or less protection against the enemy's shot whilst so exposed. This length of time will depend, as above noticed, on the quickness of firing. The chance of being injured during that time, will depend on the quantity and quality of matter presented to the enemy's fire; that is, on the thickness, and on the kind of material of the vessel's side. This protection, even as at present, is sufficient to resist shot of some descriptions, and may be made to afford still greater resistance: but, according to the present mode of mounting guns, the port-holes are, for the convenience of working those guns, made so large, as to leave considerable openings in the sides, through which the enemy's shot may pass into the vessel without any obstruction.

According to the mode of mounting the guns in pairs, if the platform on which they slide during the recoil remains fixed as to the direction in which the gun slides, so that they may be pointed by the motion of the vessel itself, the port-holes need be no broader than the diameter of the gun, and no higher than sufficient to admit of the little elevation or depression necessary according to the distance of the object aimed at; but if the gun, together with its sliding carriage or platform, be traversed to different angles, the port-hole must then be more extended in a manner suited to this purpose. When guns are mounted without recoil, so as to turn on a pivot to fire in various directions, the exposure to the enemy's shot is evidently much encreased, unless a kind of bulwark be introduced in the form of a segment of a circle, so as to be traversed with the gun round the pivot on which it turns.

As to the influence which the mode of mounting may have on the number of guns, of the hands to work them, and of vessels to bring them to an action with the enemy, the advantage of one mode in preference to another, in as far as it is calculable, is exactly in proportion to the number of shot, which, according to each mode, may be fired in a given time; since it must be evident that it is not the number of vessels by means of which the number of guns are brought within reach of the enemy, that constitutes the force of an armament, but the number of the most efficient shot that can be fired in a given time. According to either of the two modes of mounting above specified, experience has shown that one-third of the number of hands requisite according to the usual mode, would suffice for throwing a far greater number of shot in a given time.

6th. In regard to that improvement in the efficiency of naval armaments which seems at present to engage an extraordinary attention, namely, the introduction of the use of steam for navigating vessels of war, whilst the adoption of this locomotive force seems by some persons, disposed to investigate the effects

* See note page 55, in my Naval Essays.

of newly-devised means, to be looked to as absolutely necessary to keep us even on a par with our enemies, and as likely to cause the use of our present vessels for war to be soon abandoned ; other persons, especially those whose long experience and eminent services have proved to them how much may be effected by naval armaments such as we have hitherto employed, seem satisfied that the *matériel* of our navy should remain as it is, until our enemies shall have provided vessels of war, navigable by steam, in such numbers as to become formidable. Opinions entertained on this subject being so opposite, although grounded each of them on undeniable facts, those on whom rests the responsibility of deciding between the two, having little leisure for considering such a question in all its bearings, are likely to be desirous of deferring their decision indefinitely. Under these circumstances, I am induced to submit a mode of proceeding which has presented itself as suitable to the occasion, and as likely to meet with the fewest objections.

Supposing the naval force of other countries to remain composed of vessels of war of a similar description with that of ours, the means which present themselves of affording to our vessels a decidedly superior locomotive force, without waiting for the change in their construction requisite for the due application of the force of steam, is the making use for that purpose of the very great force at command in a vessel of war, namely, the muscular force of its numerous crew. It is true, the amount of this force, considered as being to be continued so long as it may be desirable on account of the want of wind, cannot be reckoned as greater than that of a third of the disposable part of the crew ; but for the most important occasions of coming up with an enemy, or of avoiding a great danger during a few hours, the combined force of nearly the whole of the crew might be employed for these extraordinary purposes.

It is usual, indeed, on some occasions, to employ this force in the towing a great ship, by means of rowing boats, as also to employ great oars called sweeps on board the ship itself; but the number of hands thus employed is but small, the time lost in preparation great, and the mode of application by oars very disadvantageous in a troubled sea. By means of paddle-wheels, such as are used in steam-vessels, this force might be applied more advantageously, although the apparatus (windlasses, capstans, &c.), for transmitting the force of so many men to the paddle-wheels, would still be found objectionable on board a ship on account of its cumbersomeness. It might, however, be deemed worth while to have a paddle-wheel on each side, which might be sufficient with the force of a few men to give a progressive motion, which, though slow, might be important on some occasions, whilst on others, it might serve by working the two paddle-wheels in contrary directions, to turn the vessel to the most advantageous position in time of action. For giving the greater degree of progressive motion to each ship of war of the present construction, it seems most advantageous to provide a small vessel to act as a tender, on board which the force of two or three hundred men might be employed in the most advantageous manner to the towing the principal vessel, whenever the want of wind might require it. Five or six men might suffice for the navigation of this tender by wind, so as to keep company with the principal vessel; and supposing these tenders to be armed with only one gun, or with a pair of guns, arranged as above proposed, and throwing the most destructive shot, they would afford a very great addition to the force of the principal vessel. On other occasions, such tenders might be detached as a flotilla into a harbour or shoal water, where the large ships could not possibly follow, on account of their great draught of water. I have already had occasion to notice in my Essays, No. 1, the superior uses of vessels of this little draught of water; it should also be observed, that in vessels such as by their form and shallowness are suited to the above-mentioned purposes, the force of steam might be gradually introduced, instead of that of manual labour, and with superior advantage in cases where a sufficiency of men may not be at command.

It is, therefore, to the ascertaining the fittest form and equipment of such un-

expensive vessels as these, and the most advantageous apparatus for employing manual labour to the obtaining a locomotive force, that I would recommend the first attempts at improvement should be directed, before any change is made in the construction of our present vessels of war, and before any addition is made to their number. But the habit, on the construction of a new vessel for the adoption of a new steam-engine, a new paddle-wheel, or any new modification of the apparatus, of looking only to one mode, without previously considering by what other means the desired effect might be produced, seems very objectionable; since, however well this mode of proceeding may show some particular advantage attainable by the adoption of the particular mode proposed, it can serve nowise to indicate the mode the most fit for producing the desired effect. All future proposals of other modes would require fresh experiments, which, if repeated on the same plan, may induce the expenditure of hundreds of thousands, or even millions, and ages may elapse before any decision can be come to so satisfactory, as might be obtained in a few months by the expenditure of a few hundreds of pounds, by proceeding with a pre-concerted series of experiments, as suggested in the paper above alluded to.

S. BENTHAM.

Dec. 1828.

RECOLLECTIONS IN QUARTERS.

NO. IX.

THE SKIRMISH IN RUMELIA, BY J. E. ALEXANDER, 16TH LANCERS.

THE moon-beams were glancing on the placid waters of the dark Euxine, when a party of infantry landed in a small bay from two Russian frigates, which lay at some distance. The men were formed on the sandy beach under some high cliffs, and then marched in column into the country. Presently several fires appeared in a grove of trees in front, the detachment was challenged by a Cossack vidette, and then conducted to the bivouack of a hundred troopers. There the whole force remained during the night. After the halt the men set about preparing their evening meal, consisting of casha or millet with a little butter, which, when it had been boiled in the camp-kettles, was not unpalatable. The men sat round the kettles in messes of twenty-five with their wooden spoons; and after they had finished supper, each devoutly crossed himself: they then stretched themselves under the trees, as the fine weather caused tents to be dispensed with.

Next morning the troops commenced their march whilst the dew still lay heavy on the grass and foliage; the route was towards a fortified town, which they intended to surprise and afterwards occupy. In front were a few Cossacks; these wore light forage-caps, green jackets without buttons, and trowsers strapped inside, and from the boot to the knee, with leather; over the left shoulder was a black cross-belt ornamented with brass chains and pickers; a sabre depended from a waist-belt, in which was stuck a pair of long pistols, and a formidable spear completed their equipments. Their horses were thin and bony; and besides their riders, they carried on each side certain suspicious-looking wallets, in which valuable property was almost always to be found; in fact, if a watch, or ring, or gold or silver ornament of any description was wanted, it was only necessary to apply to the Cossacks to get supplied. Half of the infantry came next, in their oil-skin caps and gray

great coats, the skirts tucked up to the waist, so as not to impede them in marching; their broad white belts were worn over the great coat, and their knapsacks were leather with the hair on. Then followed two light field-pieces, the remainder of the infantry, and lastly Cossacks. The men were not allowed to relieve the monotony of the march by singing their national airs, as they are wont to do, but a strict silence and sharp look-out were kept.

The scenery through which the detachment marched was very picturesque, and an admirer of the beauties of Nature had here ample field for his favourite study; besides, this part of Rumelia was a new country, as it were, and undescribed in any of the numerous books of travels which annually issue from the teeming press. There was a constant succession of hill and dale, and the road was crossed by numerous streams; the thickets which at first appeared, gradually changed to lofty trees of oak and beech; then precipitous cliffs succeeded the rocks, of fantastic shape and varied colour; near these falcons hovered or wheeled in wide circles; at intervals the Euxine was seen lying in silent majesty in the distance.

Thou glorious sea! more pleasing far
When all thy waters are at rest,
And noonday sun or midnight star
Is shining on thy waveless breast.

The march was continued till noon, when the troops were halted to allow them time to prepare their mid-day repast; after which an officer and a few Cossacks were detached to examine a road which struck off suddenly to the left, and to make some prisoners if they could, for each of whom a ducat was promised; and the road along which this party proceeded seemed to have been formed with considerable care, as the rocks were scarped on each side, and though it was evidently an ancient road, yet it was still good, as it did not appear to have been much used in modern times. After winding some time among wild valleys, with small lakes bordered with reeds, the towers of a Genoese fortress appeared, close to a single-arched bridge, which they were intended to defend. The masonry of the walls of the castle and of the round bastions at the angles was very solid; they were crowned with ivy, and inside the quadrangle were cucumber beds. From this six of the Cossacks scoured the neighbourhood for prisoners; at a little distance they observed two men, who immediately fled towards a wood; the Cossacks gave chase, came up with the fugitives, and dealt to each of them a severe cut across the back of the neck with their thick whips, which dropped the unfortunate Turks. The Cossacks then dismounted, plundered them as usual, threw water in their faces to recover them, and after they had led them back to the fortress, the reconnoitring party returned to the main body.

The march was then resumed and continued till evening, when the tall minaret of a mosque was seen above the trees; the Cossacks were again sent forward, a few shots were heard, and after half an hour's delay, they returned with quantities of poultry hanging on either side of their horses; their wallets, too, seemed to have increased in size. They reported that there was a scattered village in front, and that the inhabitants had fled on their approach. The troops then advanced and

occupied a large house, surrounded with a court-yard and walls of moderate height. The first thing now to be done was to fortify this position, which was easily done, as there was only one entrance to the court-yard; a few empty casks were therefore placed on end in the gateway, planks were laid on these, and large stones above all. The upper story of the house had a balcony in front, shaded by the large eaves; this overlooked the country, and the prospect was very beautiful: a rugged hill rose behind the village, which was half hidden by trees, and the minaret formed an interesting object on which the eye could rest. The walls of the court were close to the road, and there was a clear fountain which gushed out into a trough for the benefit of the horses of wayfarers; on the other side of the road was a steep bank, with scattered brushwood, and under cover of this an enemy could easily advance with safety. A sentry having been placed on the balcony, and another in the court-yard, the rest were allowed to sleep.

The night passed in quiet, but just before dawn the sentries observed dark figures moving under the bank opposite, and then the glancing of arms; the alarm was immediately given, and the troops were at their posts in a moment: casks were then hastily placed against the wall next the road, on which a part of the men could mount and fire, whilst the others handed them up loaded muskets. An anxious eye was now bent towards the brushwood, and the party occupying it seemed for a time undecided how to act; at last several turbans were seen close to the road, fusils were levelled, and a sharp volley (with a shout of Ullah) was sent at the house; this was quickly returned, but the Turks immediately concealed themselves, then rose again and fired: an officer was wounded in the balcony, and several men on the walls, and the firing from the house getting slack, as the assailants could not well be discovered, the Turks thought this a favourable opportunity to attempt a storm; they accordingly rushed across the road in considerable force, and endeavoured to get over the casks placed in the gateway; now being exposed they fell rapidly; two or three of them actually mounted on the stones placed on the casks, but were bayoneted or knocked down by those inside. At last, observing the spears of the Cossacks, and imagining they would be charged, they retired, leaving about fifty of their number on the field.

Our detachment waited for an hour or two after sunrise, to see if they were likely to be attacked again, but finding that the country was quite clear of the enemy, the march was resumed along the coast. A little after mid-day several Turks were discovered lurking in a wood on the right, many were secured, but the rest fled and gave notice of the approach of the troops; shortly afterwards, on gaining the summit of a gentle eminence, the town was discovered on a rocky peninsula, connected with the main land by a narrow rock, on which was a watch-tower; there were no batteries on the land side, but several embrasures were observed towards the sea, on which were seen the two frigates under sail standing towards the town; several hundred Delhi-bash of Turkish cavalry then issued from the gateway, and formed on the plain near the isthmus, waiting the approach of the troops. In the mean time the ships, which had observed the detachment, bore up, and passing the town, threw in their broadsides; the Turkish gunners returned the salute, and some of the spars and rigging fell. The troops

then descended to the plain, deployed into line under a few volleys from the Turkish cavalry, and wheeling their artillery to the front, commenced a distant cannonade, at the same time advancing; several of the cavaliers fell from their horses, which galloped unrestrained over the country; the enemy then wavered, and finally rode slowly off; the Cossacks being too few in number to follow them; the fire from the town at the same time slackened and finally ceased, and the troops entered and took possession without farther opposition.

The above details will give a general idea of the nature of the warfare between the Russians and Turks, after the passage of the Balkan. Formerly, the unfortunate Osmanli had fought with determined courage, and had shown, on most occasions, great bravery; but after they found that their hitherto impregnable bulwark was so unexpectedly passed, they thought it of little use to oppose their destiny, and generally gave up the contest after a short resistance.

Quarantine, Sevastopal Crimea.

NAVAL REMINISCENCES.

ALL'S WELL! OR RECOLLECTIONS OF MY YOUTH.

ALL'S WELL! how often that joyous watchword has smote on my ear during a long period of active and arduous service, from boyhood's thoughtless years until the brine of angry waves, and the transition from clime to clime, but above all, Time! that dire enemy to curly locks and auburn hair, has whitened mine to silver gray. Yes, All's well! the glad sound seems still to vibrate on my ear, though remote from its cheering, yet half melancholy notes which break through the stillness of night, and relieve the monotonous peal of the sonorous bell; and yet I confess it was not always so, for during many of the early years of my life there was that in it which caused my young heart to tremble with fear, and often the perspiration to bedew my forehead. This was the effect of an old legend of that day, now in all probability unknown to the more sublimated sons of Neptune, who are too refined to be the listeners to a forecastle story; but which now emanating from the stern of the ship, I hope may afford them, as well as my other readers, some amusement.

Shortly after my first entry into his Majesty's service, on board the ——, then cruising off the mouths of the Delaware, I was placed under the tutelage of an old quarter-master, to learn the necessary arts of knotting, splicing, platting, &c. then deemed of the first importance, both to the tyro himself, and the service in which he may one day bear a conspicuous part. This hard-featured, weather-beaten veteran of the ocean, was of the true school whence Britain draws her choicest hearts of oak, the North-sea trade. With a thorough knowledge of his duty as a seaman, he had an abundant fund of credulity and superstition, and which he determined should not remain an idle store when favourable opportunities offered, and willing listeners presented themselves. His predilection for, and faith in the marvellous, so far from being corrected by the experience of a long life of observation, had increased and strengthened with his years. The celebrated Kraken! the Mary Dunn

of Dover! and the Flying Dutchman! were all as firmly believed by this unsophisticated and warm-hearted tar, as the conviction that his days and his life were his King's and his country's—Such was Bob Beattie!

To stimulate my ardour for the acquirement of joining two ends of a rope together, according to the different uses it was to be applied to, the knotting, whipping, and pointing of others, he used to relate some one of his wondrous stories, and which were to me an endless treasure of amusement, except All's Well! which, from its first recital, left a deep-rooted impression on my mind—naturally too much inclined to listen to, and credit tales of horror—that required a long time ere I could exchange for a better and happier combination of ideas; but old Bob, as he was familiarly called, reflected little on the consequences to our young minds, so that he was quietly listened to and admired as seated on the taffrail, from whence he could cast his vigilant eye around the ship while entertaining his surrounding youthful hearers, (for there were many of us, and several now officers of high rank,) who, during the first watch, used to assemble there from nine till ten, the hour when all was quiet, and no interruption to be apprehended from unwelcome intruders. As a most appropriate prelude, he always took out his favourite tobacco-box, and replenished his *quid*, as absolutely necessary to enable him to spin his yarn, as he called it; then, with the well-known preface of "Once on a time," he began the evening's feast. But as many of my readers may be totally unacquainted with poor Bob's phraseology, I will try and give a version of his language, that it may be better understood. It was on one of those nights when the moon was just hovering over our heads, and peeping at short intervals through the dark black scud, that swiftly swept along, and told of the coming gale, which already murmured in hollow sounds through the trembling rigging, the immense strings of that mighty Æolian harp, a British seventy-four, when I listened for the first time in breathless attention to All's Well!

"When the fleet, under the command of the brave and gallant Vernon, had relieved poor Hosier's wretched squadron in the blockade of Carthagena and Porto Bello, on the coast of Mexico, several fruitless attempts were made to cut out a well-known Buccaneer, that had sought protection (after a long chase) under the guns of the castle; and not till one dark night, when the enemy thought the intention of all farther attacks were laid aside, and after incredible efforts and dauntless courage, was her capture effected. As the struggle had been long and bloody on both sides, the boats, and the deck of the pirate, were alike strewed with the dead and the dying; but the enterprise had been crowned with success, and there only remained to perform the kind offices of humanity to the wounded, to free themselves as soon as possible from the enemy's fire on shore, and regain the distant fleet. The confusion and horror having in some degree subsided, her cables were cut, her sails set, and she was towing out to sea, when the captain of marines, a brave and humane officer, in going round the prize with an armed party, to ascertain the state of the prisoners, unexpectedly found himself opposite a strange figure, seated on the lower deck, enveloped in a large manteau, or Spanish cloak, the head reclined, and the frame trembling with fear and apprehension. He considered

attentively the form before him, and instantly concluded it must be that of a female. He accosted her in the soothing accents of encouragement and friendship; but whether she was too deeply plunged in the contemplation of the recent bloody scene, or dread of other ills engrossed her mind, he could not divine. She either did not seem to hear, or heard not the proffered kindness; but his heart was already too keenly touched to desist, and he felt it to be the imperious duty of a man, to relieve promptly the dejected being for whom his solicitude was now so strongly excited. He advanced a step, with a view of calling her attention to his presence by a gentle movement of her cloak, but the attempt was unnecessary; his last motion aroused at once her ear and eye, and a piercing shriek of mental anguish escaped from the terrified woman! while still closer she pressed some cherished object to her bosom, veiled from sight by the manteau. More than ever astonished, he stood for a moment like a petrified statue; but soon recovering his presence of mind, he again inquired in tones of soft compassion, why she entertained such an unaccountable dread of one who felt a most lively interest in her afflictions, and kindly bade her have confidence in the humanity of himself and his companions in arms.

"Whether from the peculiar gentleness of accent in which this consolatory address was uttered, or some new and sudden hope that superseded the terror which as yet had absorbed all her faculties, she suddenly rose, throwing aside her cloak, and herself on her knees before him; in an agony difficult to describe, she exclaimed, 'Save my child!' If the officer was astonished at the first part of this strange adventure, how great was his amazement to hear this heart-felt apostrophe pronounced in pure English! To behold prostrate before him a young and handsome female, about twenty-five years of age, her beautiful dark-brown hair dishevelled and flowing in long and wild tresses over her drooping shoulders, with uplifted hands and streaming eyes imploring his succour for a fine curly-headed boy, who had hitherto been closely pressed to her bosom, but who now clung around her neck with an affectionate anxiety far beyond his years: 'Save! oh, save my child!' she repeated in a voice, whose modulation touched the very depth of his soul. The appeal could not be mistaken, as it was that of a mother!—nor was it in vain! for it was made to a man, and a gallant officer! 'I will! I will!' involuntarily burst from his lips; 'be you comforted—be assured. Arise from that posture, my dear young lady; strive to regain your composure, and accompany me to a place where you will be in safety, where refreshments and repose may restore your present exhausted frame, and tranquillize your troubled mind, already too much shocked with the dreadful scenes of this night.' Then gently taking her by one hand, and the interesting timid youth by the other, he carefully ascended with them to the cabin, where, after a slight repast, succeeded by a short interval of profound silence, often interrupted by deep and painful sobs, she again implored the Captain's future protection for her dear Henry, with a voice, manner, and look, wherein a presentiment of some approaching ill was strongly displayed; then rising from her seat, she hastily clasped the child in her arms, bedewed him with her tears, and faintly sighing, 'farewell! farewell!' turned to leave him for her couch, and, alas! for ever! for at that very instant the guns of another fort, situated on a long low point

of land, opened a heavy fire on the vessel and the surrounding boats. Scarcely had the first flash darted across the eyes of the captors, when a large shot came whizzing with a tremendous crash through the sides of the cabin where this ill-fated young lady was preparing for repose, and in an instant bore with resistless fury a head formed in one of nature's finest moulds from her body, which fell a lifeless corpse on the deck, amidst streams of her pure and purple blood, to the horror and consternation of all who were present.

"As soon as the sad feelings attending this melancholy catastrophe permitted the by-standers to act, they shrouded the body in a white sheet, and laid it ready for the last sad offices. By morning's dawn, the fleet was regained, and the prisoners transferred to a frigate, which, together with the prize, were ordered to proceed to Port Royal, where her late crew were placed on board the prison-ship preparatory to their trial.

"The melancholy fate of the lady made a great impression; not only on those more immediately the witnesses, but every one participated in her sorrows and untimely end; the body having been conveyed in the prize, her funeral was attended by all the public officers, and nearly the whole population, as a mark of respect to her family, and in testimony of their deep regret. Fortunately, poor Henry seemed to benefit in proportion to his loss, for he was unanimously caressed by officers and seamen. Poor fellow! he had need of friends, as the following brief account will show, given in the confession of the chief mate of the Buccaneer, before his execution.

"'On the morning of the ——, being off Cape Nicola Mole, about four o'clock P.M. we observed a large ship steering north-west; we made sail in chase, and before sunset came within range. When we fired a shot to bring her to, she hoisted an English ensign, and shortened sail. We expected an easy prey, but what was our surprise, when on running alongside, we found ourselves saluted with shot from six guns and a volley of small-arms! Meeting such obstinate resistance, we began in earnest, and after half-an-hour's brisk firing, forty of our best hands sprang on her deck, cutting down all before them. Ten minutes now decided the contest, and we remained masters of the Albion of London, a fine ship of four hundred tons, laden with Jamaica produce, having sailed from Kingston ten days.

"'The father of the young woman, the owner of the vessel, and a merchant of great respectability, returning to his native country with all his property, was killed in the early part of the action. Her husband was shot with a pistol-ball before her eyes during the struggle on board, by which means she was bereft of parent and partner in the brief space of an hour, and would have certainly thrown herself into the sea, but for our watchful care. From that time, she continued for several days heedless of all around; but at length, relieved by copious floods of tears, her mind became more tranquil, when she seemed to seek and to find some consolation in her last resource, an only child, from whom nothing could separate her for a moment.'

"Soon after, the fleet having destroyed the castle and harbour, and captured the ships in Carthagena and Porto Bello, returned to Port Royal; but the glorious victory so recently achieved could not entirely obliterate the memory of the unhappy Elenora Beaumont from the

minds of our gallant officers and crews. Henry was their delight, and the Admiral had resolved to become his future protector and patron. This last beneficent act of their venerated Commander-in-Chief, the sailors, as if by unanimous consent, thought had appeased the manes of his unfortunate mother, who, they all firmly believed, appeared every night in her winding-sheet on board the prize hulk, at the fatal hour she perished, and mournfully cried as the bell struck—All's Well! and then slowly vanished like her dying voice into empty air."

I have tried to recollect this too-true story as well as memory will permit, and have only to add, that I imagine the superstitious notion of her shade crying all's well, partly arose from her last words—Farewell! farewell! being misrepresented; also by the supposition of her resting contented with the future prospects of "Poor Henry!" a name by which he was ever afterwards known through the British fleet.

FOREIGN MISCELLANY.

FRANCE.

"Quelques Documens sur la Bataille de Waterloo." (Some Documents on the Battle of Waterloo.) By Gen. Gerard.

All has not yet been said concerning this too-celebrated battle. Every day brings us new communications; and sooner or later truth will penetrate the clouds which have been driven before her by the interests, the prejudices, the feelings (highly honourable as they may be) of those who, after having taken a more or less active part in this event, have made themselves the historians of it.

As for ourselves, setting aside the political points, to judge of which is not our province, we shall solely apply ourselves to the military questions. The pamphlet which Gen. Count Gerard has just published, establishes a fact already known to the whole army, and respecting which its veterans have regretted that Gen. Grouchy should have raised an unfortunate controversy; namely, the movement made by the former on the day of the Battle of Waterloo, of passing the Dyle by the bridge of Moustiers, and *marching to the cannon* that was clearly heard, between eleven and twelve o'clock, at Sart-a-Valain, where he joined Gen. Grouchy, and of the proposition which he made the latter to execute this movement with his *corps d'armée* which he had advanced.

The importance of this proposition, the consequences of which have been long appreciated, the eminent merit of its author, and the number and the rank of his witnesses, did not suffer it to remain unknown. Public opinion, on the subject, has, therefore, been long since irrevocably fixed, and it was scarcely expected that this fact would again become the subject of a new contest.

General Gerard takes this opportunity to cast off some ill-founded imputations which had been made upon the moral state of his troops, and to call to remembrance the brilliant part which they took in the Battle of Ligny. From these statements results the demonstration of a fact to which we have already had occasion to call the attention of our readers—the delay in the transmission of the orders of movement. "The 4th corps," says the author, "did not arrive in line on the 16th until one o'clock, because it had received no order to be there before that time; it was not until half-past nine that the order of march came to me." We take this occasion to observe, that on the 15th the movement of the 5th corps encamped before Beaumont, was alike retarded for four hours, because it had not received the order. It is more than probable that the same remark would apply to other corps of our army, and it, therefore, follows, that if the enemy's cantonments

were in a great measure preserved from the surprise intended to have been made upon them, it is not the commanders of corps who are to be held responsible for that consequence. This is the only result that we shall at present deduce from these facts; history will know how to appreciate them at a later period.—*Spectateur Militaire, Vol.* VIII. *Liv.* XLVII.

PRUSSIA.

CAVALRY TACTICS.

" *Ueber die Kavallerie.*" Upon Cavalry, with particular considerations on the attack in column. By Ad. S. Pamphlet in 12mo. Berlin. 1829.

Capt. Heydebrand, in his observations on the tactics of Major Decker, had brought forward some new views concerning the attack in column, and maintained, among other propositions, that the rear-rank adds, as in infantry, an impulsive force to the front-rank. The *Militair-Literatur-Zeitung* of Berlin, on giving an account of this work, in its 4th Number for 1828, having combatted this opinion as a heresy, the author, under review, has thought it his duty to place before the public the above polemical pamphlet, and to add some other observations to those connected with the interesting subjects of the controversy.

His work is divided into six chapters, in which he examines the uses of the column, the nature of the charge, the opinions for and against the attack in column, the value of individual combat, the order of battle of the cavalry, &c. The five first chapters relate to the erroneous maxims of Major Decker, the last replies to the criticism of the *Militair-Literatur-Zeitung* of Berlin.

The author thinks that the principle of cavalry has been generally misunderstood in the late wars, as shown by that arm having been united with two others. Napoleon, according to him, was the only person who knew how to derive advantage from cavalry, by forming it in large masses, which were brought into action in dense order, immediately as the artillery had given a favourable turn to the action; he, therefore, with an inferior cavalry, obtained more advantages than the Germans and Russians ever derived from their's, which in *matériel* and *personnel* far exceeded the French.

The author approves of what Capt. Heydebrand has said respecting the charge, and assures us that the latter has given a faithful account of what occurs, while Major Decker has only seen the poetical side of the question.

He recapitulates clearly the advantages and disadvantages which Major Decker finds in the column-attack, and shows that, although this writer grants that it is practicable, under many circumstances, yet he recommends its employment in three cases only, viz.—1st. When the cavalry is in itself bad, and that it is less desirable to attack than to oppose a sharp resistance. 2d. When we wish to impose upon the enemy by the display of formidable masses of cavalry, and 3dly, when we have not time to deploy; upon which Mr. Ad. S. justly observes that it is not expedient to employ masses in the two first cases, and that in the third a virtue is made of necessity. Capt. Heydebrand, he adds, shows more knowledge than his adversary on this subject; he does not consider the attack in column applicable to every case, but regards it as forming an essential part of the system according to which cavalry should be employed in battle; he supports this opinion, by the fact that Frederick gained the greater part of his victories by turning the enemy's position with his cavalry, and attacking it in flank. He deduces from the order of battle which this great captain observed on the 25th July, 1744, the order of battle in which a corps of cavalry, from fifty to sixty squadrons, ought to be formed. This example shows, in effect, the part taken by three lines; that of the Hussars, who flank the Cuirassiers, and that taken in the attack, in the *melée*, and during and after the pursuit. These maxims are ten in number, and as follows.

1. A body of cavalry is a unity. Attempts are not to be made upon the

enemy with several of its fractions, but it is to be employed against him as a whole.

2. The reserves are not to be placed at a distance, but should follow the charge as near as possible, in order that they may be ready to support it.

3. The flanks of the first line should be covered in such a manner as to enable them to make head against the cavalry which may be opposed to them.

4. The greatest force exists in the first line, which should be closely united, and have orders to conquer.

5. The commander should be governed by this maxim, that he must seek the enemy, and not suffer himself to be anticipated by him, no matter how great his adversary's numerical superiority may be.

6. The reserve lines should have great intervals, in order to allow the squadrons of the first line, if repulsed, to pass through them, and to prevent disorder by immediately charging the enemy.

7. The junior officers should be warned that, once the charge has commenced, every one must act for himself, and show the greatest resolution

8. The pursuit is not to commence until the enemy has been beaten, but it should be continued until the remains of his force are completely dispersed.

9. Prisoners should not be made until the enemy has experienced such losses as to render him unable to do us farther injury.

10. All the parts are to be cast, every one, from the general to the lowest soldier, should know what he is to do.

The anonymous author then, not less happily, refutes the four objections made by the Berlin Gazette, viz.:—1. That the impulsive force given by the rear to the front rank, will prevent the dragoon from being master of his horse. 2. That the charge of two ranks can be executed as well, and with greater rapidity, than the charge in column, and therefore contains greater force. 3. That the cavalry service has retrograded. 4. That its interior organization may be perfected, but with difficulty its tactics. His reasonings, always founded on principles, always clear, and often supported by the very authorities which the Berlin Gazette has inopportunely cited, would be lost in an analysis, and must be sought for in the pamphlet itself. The author proves that the cavalry has not degenerated since the reign of Frederick; that it has even produced in the Prussian army a number of distinguished officers, that its service has been perfected, and its rapidity increased; he controverts the Gazette which construes the silence respecting the formation of the cavalry in the several relations and histories of the operations of the French army, into an admission that if Napoleon united masses of this arm upon important points of the field of battle, he owed the victory, with few exceptions, to the well combined use of a part of these same masses, the glorious deeds of this cavalry; deeds which it never could have accomplished with fractional parts, and for which it is indebted to the simultaneous or perfectly combined action of several brigades or divisions.

After having discussed these four principal questions, the author himself lays down the three following maxims, assimilating the demonstration of the theoresms to those of his adversaries. 1. The attack in column should be employed when the nature of the ground permits, it may also be employed, but there is no necessity for it, upon the point of attack, when the artillery have had every latitude of action. 2. If a column cannot attack a body of similar force to its own, which has been divided, neither should it charge that body by dividing itself; it must, therefore, endeavour to overthrow it by an order of battle better adapted to circumstances. 3. It is not to be supposed that in the column a formation has been discovered which will protect bad cavalry.

This work throws a great light on the use of cavalry, and we have perused it with the greatest interest; the author does not limit himself to the exposition of vain theories; his maxims are drawn from experience, that great volume open to all, but in which so few of the learned, or of the system-inventors will give themselves the trouble to look.—*Bull. des Sciences Militaires, No.* 11.

" Der Türkenkrieg. Von dem General-Lieutenant Freiherrn v. Valentini. 2te Ausgabe, mit 8 Planen und einer Ansicht von Schumla. Berlin, 1830."—(" The Turkish war. By Lieut.-Gen. Baron von Valentini. 2d edition, with 8 plans and a view of Schumla.")

The work of Lieut.-Gen. von Valentini, (ed. 1822,) was the first which, in order to extract from thence instruction in the art of war, treated in a connected manner of the history of the Turkish wars, a subject which, involving the military practices of so peculiar a nation, offers a rich and interesting field of inquiry.

The Turks are the only people in Europe who have retained that principle of their Asiatic customs, which points out war as simply in itself an object. With them the military system is the base of all the social relations; even when at peace with foreign powers, their internal strength is alone supported by this principle. In Christian countries, on the other hand, peace is the object of war; all has reference to this end, to its preservation, during its existence, and to its re-establishment when it has been disturbed. The military condition of the Christians must be created and scientifically constructed from peaceful life. The Turkish war, therefore, exhibits Asiatic nationality conflicting against European organizations, the results of reflection, and proficiency in the arts.

History first shows us the Ottoman power, like a Colossus, threatening to bring all Europe under its devastating influence. Innumerable cavalry, trained to the most mobile system of attack, overran the land. In 1687, when the Turks began to entrench their camps, and introduce numerous infantry into their armies, were they first induced to employ scientific means, and to adopt the defensive system. However, they still continued victorious, but in the campaigns of the eighteenth century, we find them almost invariably beaten in the open field; their warlike energy had been nearly reduced to defensive exertions, which they exhibited in the protection of badly fortified towns, maintaining them by deeds of reckless and glorious bravery. They had already become incapable of making attacks in large bodies.

We, therefore, see that the campaigns since the beginning of the nineteenth century, vary according as the course of events gave to the Turks the advantage of presenting their strong side, the defence of fortified places, or left them dependent upon their unequal conduct in the field.

The conflicting interests of the principal powers of Europe, united with the local peculiarities and those of the climate of the theatre of war, have evidently afforded the most important means of protection to the Turkish power.

The campaign of 1828 gave rise to the most varied views respecting the result of the war: that of 1829 followed up what in the preceding year had, under the greatest difficulties, been established, and placed the offensive power of a European army, and the defensive power of the Turkish empire, in its true light.

The union of these historical results contains, as presented to us by Gen. von Valentini, an abundant store of instructive and interesting matter relative to war; the manner which he has chosen of making deductions from comparative events, gives to the whole, as well as to the individual parts of the work, a clear and spirited effect. How faithfully this mode of inquiry has already guided the author in his first edition is proved by late events, which so far illustrate what he, contrary to general opinion, had long before stated to be practicable in a war with Turkey.

The second edition, in consequence of the addition of the history of the campaigns of 1828 and 1829, and the views and observations connected therewith, has become twice the size of the first edition; the number of plans has also been doubled.

The campaigns of 1828 and 1829 are, as the former campaigns, for the most part compiled from the communications of eye-witnesses, who were so situated as to have had a complete knowledge of events.—*Militair-Wochenblatt, No.* 713.

HANOVER.

" Der Subaltern, oder Das Tagebuch eines Brittischen Officiers. Nach dem Englischen frei bearbeitel, von Gustav Nagle, vormals Lieutenant in Königl-Grossbr. Diensten."—(" The Subaltern, or Journal of a British Officer. Freely translated from the English, by Gustavus Nagle, late Lieutenant in the British service.")—Hannover, 1829.

Mr. Nagle has, with much judgment, selected that work whose fascinating style and interesting subject first added the bays of literature to the military laurels of its now distinguished author, as that on which to bestow the labour of a first attempt at a translation from the English into his native language: a service of several years in De Meuron's regiment during the late war, had given the translator opportunities of making himself acquainted with our idiom, and the leisure of peace has since enabled him to add by study to the acquirement thus fortuitously obtained, the less accessible attainment of a knowledge of the style and construction of English compositions.

Professedly not a *literal* translation of the original, the German version of the Subaltern seeks not, nor can it fairly be visited with that critical comparison of sentences and words which a less humble title might have justified. " Abbreviations and remodellings of the forms of speech," the translator frankly premises that he has allowed himself to make, for the purpose, he says, of rendering his work more suitable to the taste of the German public; " Nothing important has, however," he adds, " been omitted, or arbitrary addition introduced."

" Once armed with the sword instead of the pen," the preface modestly concludes, " and fighting in the British ranks, the translator can make no pretension to classical correctness in his literary performances, he, however, ventures to hope, that as well upon this ground of excuse, as upon that of a first attempt, that indulgence will be afforded him, which, under other circumstances, he would not have ventured to claim."

This preface not giving us any reason to expect extreme accuracy in the translation, we were agreeably surprised at finding with what general fidelity it had been executed; little, if any, of the spirit, pathos, and clear concentrated style of the charming original has been lost, in those parts where it appears to have been the translator's object to present its beauties undiminished; indeed, the strict preservation of the author's style, opposed as it, in common with all good English compositions, is to the naturally prolix and complicated German, bears undeniable evidence that Mr. Nagle is fully qualified for the task which he had undertaken; but we must at the same time express our regret that, by making many abbreviations and omissions towards the latter part of the work, the translator should have deprived his readers of the full value of several passages of elegant English, which he has proved himself so capable of presenting in eloquent German.

Were we called upon to select the parts of Mr. Nagle's translation, which for spirit and fidelity put forth the strongest claim to the admiration of the linguist, we should, perhaps, make choice of those very scenes which, in the original, are so effective—the description of the feelings of a soldier before the battle—of the plundering of St. Sebastian—the Story of Duncan Steward, &c.; and generally all those parts in which the graphic powers and manly sensibility of the author are more conspicuously blended. The Scotch dialect of Duncan it was, of course, impossible for Mr. Nagle to convey in German; however, with all due respect for the northern modulation of speech, we must confess ourselves strongly disposed to be won over by the endearing familiarity of the German " *Du,*" in Mary's appeal to her departing lover, and to prefer, " *Oh, Duncan Steward! du wirst mich doch nicht wieder verlassen!*" to " Oh, Duncan Steward! ye 're no gawn to leave me again!"

The attached and virtuous Irishwoman, Mrs. M'Dermot, who after the death of her gallant husband, refused all matrimonial offers, and bent her way inconsolable to her native city, has not been so gallantly treated by Mr. Nagle as Duncan's unfortunate Mary; indeed, the effort at condensation in this part of

the German work is too evident, and we repeat our regret that so many unnecessary omissions should have been made. A curious departure from the text is also observable in the nineteenth chapter, where the translator has metamorphosed a "Hymn to the Virgin," into "An inspiring War-Song," *(Begeisternden Krieges Lieder)*. (See page 277 of both works.) Perhaps as the air alluded to is stated by the author to have been sung by the heavy cavalry brigade of the German Legion, on their entering France in 1814, Mr. Nagle thought that his gallant countrymen, being good Protestants, were more likely to have complimented the god of war, than a more orthodox divinity, on the occasion:

"Der Reiter und sein geschwindes Ross
Sie sind gefürchtete Gäste"

would certainly not have been an inappropriate stave.

In conclusion, we have only to mention that Mr. Nagle's work is dedicated to his Royal Highness the Duke of Cambridge, that it has been already favourably noticed in the German Journals, and that it is well calculated both to establish the literary reputation of the translator, and extend the fame of the author of the "Subaltern."

AUSTRIA.

TRISECTION OF THE ANGLE.

The following is a concise version of a notification published at Vienna, in the Latin and German languages, and inserted in the 2d Number of the *Oestreichische Militärische Zeitschrift* (Austrian Military Journal) for this year.

NOTIFICATION.

"The undersigned herewith makes known to all whom it may interest, that he has discovered the solution of the problem:—'*How to divide an acute angle into three equal parts.*' As this division is performed by means of Elementary Geometry, and proved both analytically and synthetically, it therefore comes entirely under the head of pure geometry. How to divide a right angle into three equal parts has been long known, but every mathematician will allow that the ratio of this angle to those of 60, and 30 degrees, has alone led to the discovery, which is, therefore, solely applicable to a right angle, and cannot be appropriated to an acute one."

The advertiser then proceeds to show, on the authority of one of the most celebrated and inventive mathematicians, that the trisection of an acute angle has been ever represented as an impossibility, and after quoting the words of this author, (of whose name, by the way, he does not inform us,) thus replies to the assertion.

"So says the author—I, however, answer, that the trisection *can* be performed; I will prove my words by pure geometrical constructions; I will carry on this proof both analytically and synthetically, and with a degree of truth unequalled in Elementary Geometry, and which is only to be met in the Pythagorean theorems.

"Nevertheless it will easily be perceived what difficulties are opposed to the communication of a discovery, the possibility of which has been doubted for so many centuries; and I should have suffered it to remain in eternal oblivion had not the love of truth, and especially the great and undeniable utility of the discovery, decided my adoption of an opposite course.

"All universities and academies which desire and are able to make use of this new discovery, will please address themselves by letter, post paid, to Mr. Henry Hausmann, Seitzer-street, No. 423, opposite the War-Office, Vienna.*

"If on the outside of the letters the word '*Geometry*' be written and underlined, they will reach me in safety. HERMANN WERMERSKIRCH,

"Major in the Imperial and Royal Army."

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* As some of our mathematical readers may, perhaps, wish to communicate with the Advertiser on this interesting subject, we subjoin the above address in German:—

"An Herrn Heinrich Hausmann, wohnt in der Seitzergasse, Haus Nr. 423, dem *Hofkriegsgebäude* gegenüber, in Wien."

NAVY OF EUROPE.

STATISTICAL SPECIFICATION OF THE EUROPEAN NAVY.

The following comparative view of the number and strength of the several navies of Europe, is contained in No. 15 of the *Allgemeine Militär-Zeitung*, for 1830, the editor of which states that it is founded for the most part upon official documents, or where these failed, upon other credible sources.

The *English Navy*, according to its strength on the 1st Jan. 1829, consists of—

Men-of-war from	80 to 120	guns	54
——— .	74 78		77
Frigates .	50 60		37
——— .	42 48		112
Corvettes .	10 38		172
Briggs . . .			158
	Total		610

According to an average calculation, these 610 vessels carry 22,920 guns.

The *French Navy*, according to the *compte rendu* of the Minister of Marine for 1829, consists of—

Men-of-war	33
Frigates	41
Smaller craft (probable number, no official return having been made) . .	148
Total	222

Taking an average similar to that by which the English vessels were calculated, these 222 ships carry 7240 guns.

The *Russian Navy* according to the Naval and Military Magazine, the Courier of Smyrna, and the *Journal des Debats* for March 1829, consists of 81 ships, with 3052 guns.

The *Netherlands* possessed, in May 1829, of effective ships of war, (among which 12 of the line,) 30 of 720 guns, and 63 vessels unrigged, with about an equal number of guns, consequently a total of 93 ships and 1440 guns.

Sweden and Norway are stated in the *Oestreichische Militärische Zeitschrift* for 1826, to possess 372 ships 2,243 guns; among these are only two men-of-war.

Spain, according to the *Bull. des Sciences Militaires*, 1828, 6 men-of-war, 12 frigates, 94 other vessels, 12 ships of different descriptions on the stocks: total 124, with about 1,920 guns.

Portugal (Oestrichische Mil. Zeitschrift, 1826.)

2 men-of-war	of 72	guns	144 guns
6 frigates	45		270
7 corvettes	20		140
2 brigs	18		36
6 small vessels	10		60
Total 23 ships with			650 guns.

Turkey, before the battle of Navarino, had

20	men-of-war
15	frigates
32	smaller vessels
Total 67	with 2156 guns.

Hence results the following comparison. England alone possesses 131 ships of the line, and 479 other vessels, and these 610 ships of war contain 22,920 guns. On the other hand, the united force of all the other European navies amounts to 93 ships of the line, 889 other vessels, and 18,761 guns. The superiority of the English navy is therefore undeniable.

GENERAL CORRESPONDENCE.

TO THE EDITOR OF THE UNITED SERVICE JOURNAL.

Ancient and Modern Tactics.

MR. EDITOR,—Some doubts having been expressed in the COLLOQUIES WITH FOLARD, as to the advantage likely to be derived from the study of the military history and institutions of the ancients, I venture to offer you a few remarks on the subject.

Those who look to the ancients for lessons in mere tactics, that is, in formation, movements, and the use of arms, applicable to modern times, will of course lose their pains; but those who go farther, who look for just principles of military science, and who feel convinced, as all reflecting minds must, that the science of war is founded on a just appreciation and employment of the moral qualities and physical force of men relatively to the arms used, far more than on the arms themselves, will find those principles fully and fairly developed in the writers of antiquity; and will, I suspect, find them no where else. In the ancient world, in Greece and Rome at least, all free men were from infancy trained, bodily and mentally, to the profession of arms; it was the universal vocation; so that military ideas, habits, and knowledge, grew with their growth and strengthened with their strength; tactics were simpler and more positive; the primitive manners of society* also laid poor human nature more open to inspection; and above all, the great military historians of antiquity were themselves eminent leaders, statesmen, and philosophers, capable not merely of relating events, but of tracing results to their original cause; and this is exactly what we want in military matters—"The rest is all but leather and prunella."

Now the reverse of much of this has been the case in modern times. As the difficulties of military duty and service increased, the profession gradually separated itself from the civil part of the community and became a distinct caste, whose craft was left unstudied, and unattended to by professed scholars, at a time when few but professed scholars wrote any thing, least of all history. The various changes that tactics underwent as fire-arms improved, the delusions that disasters as constantly dispelled, appear for a time to have blinded soldiers and scholars alike; so that little professional instruction is to be gathered from the historians of that period. From being ill understood, the most difficult profession, to all who above the rank of private soldiers would do justice to it,† was looked upon as the easiest, exercised accordingly, and handed over as a sort of splendid appendage to rank and station. Princes and nobles led armies to the field, and as there were no established principles by which their conduct could be tried, they were judged by results only; and generally too with that subserviency to rank for which the press was so long famous; and for which it seems now determined to avenge itself by flying exactly into the opposite extreme. Many, therefore, are the names of generals handed down to us with praise for having gained victories, or for having merely escaped defeat. But few "and far between" are those whose actions have been sufficiently brilliant to stand before us undimmed by the doubts and darkness that modern tactics, and the ignorance of modern historians, have thrown around the profession of arms.

In utter forgetfulness of the wise saying of Ebu-el-Wardi, that "many brave men have fallen short of greatness, whilst the coward has attained his object;"

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* Compared to the present artificial state of society. In Sophocles, Ulysses does not hesitate to avow himself afraid of meeting Ajax.

† See the accusation brought by Napier against the regimental officers of Sir John Moore's army: though the historian is right, the fault was not altogether with the individuals themselves, but was principally owing to the narrow professional views in which hey had been trained.

the easy mode of judging by results only has been strictly adhered to in our own time. To take but the campaigns of Napoleon from 1805 to 1814, we there see the large armies of France first gaining splendid victories over the large armies of Russia and Germany, and we are told at every page that these results were owing entirely to the military genius of the French leader; but when we come to look for proofs (logically deduced from just principles) we look in vain, both in the pompous declamations of the victors, and in the special pleadings of the vanquished: we hear of this splendid genius every where, but we find it no where; for after all, even the results, when duly followed up, tell both ways. In the campaigns of 1805, 6, 7, 9, the French armies are constantly victorious; in those of 1813 and 1814 they are almost as constantly defeated. If we ask the reason of this, we are told that the flower of the French army perished in Russia, and that a spirit of patriotism had sprung up in Germany, that excited the soldiers of that nation to great and generous exertions. This is perfectly true; but it is a virtual abandonment of all claims to military science and genius, for it attributes the results to the prowess of the men only; avowing in fact that, as in the dark ages, when two hordes of barbarians encountered each other, victory remained with those who held out the longest;* there is no escaping from the dilemma. It was not so, Sir, at Arbela, where some forty thousand Greeks, trained on just principles, skilfully led, and strong from their confidence in themselves and in their leader, easily overthrew a million of men in arms: or if these are termed barbarians; it was not so at Trebia and at Thrasymene where the genius of Hannibal struck to the ground Roman armies more numerous, better trained, and perhaps even braver than his own. In the great historians of those great actions the tactical dispositions that ensured the splendid results may be traced even at this day.

It is a curious fact, as yet unnoticed by military writers, that the science of tactics has not, in point of principle, made a single step of progress since the time of Ferderick II. Formation and movement were then, and are still, the only objects sought for; whilst action, and above all, bold, skilful, and energetic action, is totally disregarded. The soldier, whose business is war, is never taught to fight, but remains unskilled in the use of the arms placed in his hands: and the men from whom, of all others, deeds of strength, energy and activity, are most required, are left as untrained in the exercises capable of improving and developing those qualities, as when they left the loom or the plough to enlist in the army. How far before us were the ancients in this respect, who trained their soldiers in athletic and gymnastic exercises, and instructed them in the use of arms, while we only teach ours to come into action and to pull a trigger, "and, that too, but queerly."

In this country we have certainly improved some of the details of the Prussian system of tactics, and during the war we always used that system on the principles for which it was alone calculated. But the French, not content with leaving both cavalry and infantry uninstructed in the use of arms, thought they had made some notable discovery, when they fell upon the contrivance of sending soldiers to battle so ranged as to render their fighting impossible. Compact masses were hurled forward, not to fight down their enemies, for that their formation forbade, but to frighten them by some moral strength supposed to reside in such helpless bodies. A thousand men ranged in this manner presented a front of forty, and left all but the two front ranks mere "food for powder;" for it is evident that the rear men of a close column can neither fire nor use their

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* The battle of Salamanca offers a strong contrast to these battles. When the Duke of Wellington ordered the fifth division to advance, "Up, Leith, and drive those fellows to the devil!" were, I believe, his Grace's words: there was not a man within sight or hearing who did not see that the battle was gained; and many were the exclamations, "By God!" and "By Jasus, lads, we have them now!" Yet even to this battle justice has not been done.

bayonets: a very sufficient reason why men so formed should never, when it could be avoided, have been brought into actual contest with an enemy. The very reverse, however, was the case; close columns were, *par excellence*, employed on every occasion, and they are by continental writers lauded even to this day. Whenever such columns were fairly met, as in their encounters with the British, they were invariably defeated with great loss: against other enemies, who by degrees fell into the same erroneous system, they were more successful; for as both parties got pretty well into equal confusion when any protracted resistance was made, the natural gallantry and intelligence of the French soldiers gave them a very decided advantage.

As if so great a tactical error had not been enough, it was reserved for the continental leaders of our time to fall upon a system of strategy, completely at variance with the system of tactics according to which their troops had been trained. As is well known, soldiers are merely instructed in field movements, and never trained to habits of individual contests, or active exertions: it might, therefore, have been expected that, except in cases of necessity, they would have been employed on open ground only, as very properly recommended by Frederick II. The very reverse, however, was again the case; for whenever a battle could be reduced to an affair of posts, to a contest for a hamlet, village, or wood, where all that the soldier had been taught was useless, that at once became the main object of the action: the fate of empires and of armies was made to depend on the possession of some paltry post, to which a conventional mode of warfare attached an unreal importance; so that most of the great continental battles actually appear to have been fought more for the sake of a parcel of villages, than for the purpose of deciding by arms the quarrels of nations. An episode of Waterloo will serve to illustrate this assertion.

The post of Hougoumont, defended by a few light companies only, was attacked by two divisions and a half of French infantry, though that post could of itself decide nothing, whereas two and a half divisions of infantry may at proper time and place decide every thing. Hougoumont was not only too near the front of the British right to be left unoccupied, but it added besides greatly to the strength of that wing: a sufficient reason why the assailants should have left that part unattacked; as there was room for a hundred thousand men to advance, on open and on level ground, against the British army, without experiencing any hinderance from the few light companies posted at Hougoumont. To attack them, however, was to give them all the advantage of their strong posts, and as matters happened, to raise them to the honour of contending successfully against more than two divisions of infantry. Marlborough managed this sort of thing differently: at the battle of Blenheim he left the village of that name, which was in the centre of the front line of the French, entirely to itself, attacked the main body of their army, and after it was defeated, the troops in Blenheim surrendered as a matter of course. Thus genius and the high mental courage resulting from it strikes at once at the main object; while mediocrity, pretension, or mere bloated vanity, brave only in the waste of brave men's lives, keeps beating about for some piece of good fortune to turn up in its favour; fights battles with skirmishers, leaving armies in reserve, literally to feed the fire, to come like the wounded Curiatii, successively, instead of simultaneously, into action, and above all to protect the fame and reputation of their mighty leader from too severe a shock or stain, should the goddess of chance remain deaf to the prayers of her suppliant, though uttered in loud peals of cannon and of musketry, and in the dying groans of blindly sacrificed thousands.

What modern writer has denounced these things, or who has even questioned the received, and evidently erroneous opinion now entertained of the relative power of the different arms?

Were I to say in few words, and speaking very generally, with what view the writers of different periods should be read, I would say—read the ancients to learn the value of first principles; the writers of the middle ages for the lofty and chivalrous sentiments of honour, loyalty, and patriotism which they advo-

cate; those of our own time, in order to distinguish between great actions, and actions great only from the quantity of *materiel* employed; and above all, the naval and military history of our last war, for instances of what stern and unyielding courage can accomplish. The landing in Egypt, the cutting out of the Chevrette from under the batteries of Cammarete Bay, the escalade of Badajoz, the storming of St. Sebastian, and the boarding of the Cheasapeak, stand foremost in a list of deeds that the annals of no other age or country can equal. They have raised a high standard for future imitation; and if in point of courage they cannot be surpassed, it must henceforth at least be criminal to fall short of them; they should therefore be attentively studied.

It is to be regretted that no historian has yet described these actions in a fitting manner, or pointed out the reflections to which they naturally give rise; had this been done, I should not have stood alone in the opinion that more might have been achieved with such men had their tactics and training done justice to their high courage, energy and resolution.

I am, Sir, your obedient servant,

Edinburgh, April, 1830. J. M.

Disadvantages of an invariable system of Promotion by Seniority.

Mr. Editor,—The inducements to zeal and personal exertion in any service must, (especially in modern societies, of which public spirit is not the moving principle,) be rather of a selfish than a patriotic nature. Wealth, rank, and power, are the prizes for which alone men will devote themselves; therefore, all exertion which risks life, injures health, and wastes talent and information, without giving reasonable hopes of fair rewards in these three particulars, (viz. of rewards in some measure corresponding to what might be obtained by equal talents and exertion in other professions or modes of employment,) must, to a thinking man, appear highly absurd. He may be driven to such exertion by a sense of duty, of pride, or of necessity, but his efforts will be restrained and embittered by a conviction of their unprofitableness and impolicy. The more deeply these observations are considered, the more powerful, I think, will appear the objections to promotion by seniority, especially in military services. It is evident that seniority is no test of capacity; indeed, Jomini seems to assert that, in all services where it is the rule of promotion, it is more likely to be a measure of incapacity. The fact is, that there is no rule for the produce or placing of useful talent; it must be taken where it is found, and placed where it is wanted; and the attempt to infringe upon this law of human nature by arbitrary and fixed rules of promotion, must be dangerous in proportion as the advancement of incapable persons is dangerous. But the point of view in which I commenced the consideration of promotion by seniority, is *its disheartening effects upon all zeal and exertion.* Where length of life is the only, or the surest road to wealth, rank, and power, (in whatever degree these universal objects of human ambition are to be obtained,) there the true policy of each individual will appear to be, to *thrust forward his seniors as much as possible into danger, toil, and difficulty, and to keep himself snug and quiet.* Besides, in all services labouring under the depressing weight of this system, every effort, on the part of a zealous officer, at obtaining distinguished character, will be looked upon with a very jealous and discouraging eye by his competitors, as tending to shake the rule by which advancement and all the legitimate prizes of useful talents and exertions are made the more sure and easy prey of idleness and apathy. He will not only fail of reward, but probably obtain ill-will, if not persecution. Reason being opposed to the system, his reasonableness will in him appear a dangerous vice; he will resemble a busy bee amongst drones. In opposition to these evils, which are, I believe, by many acknowledged, it is urged that all other systems of promotion are liable to be abused to the super cedence of real merit by private patronage and political influence; and it must be allowed, that this objection, as far as it goes, is just. But how far does it

go? only thus far, that where private patronage and political influence can be exercised, without such crying injustice and detriment to the public service as may endanger those who dispense them, they will be principally attended to. This, I think, is the utmost extent, to which, in a free country, this evil can be long carried, because, beyond that the public voice, ever loud in defence of important and prominent interests, would prevent its proceeding. In the mean while, the *possibility of winning a prize affords some kind of inducement to exertion in the humblest candidates for public honours and emoluments.* But in the case of promotion by seniority, the evil to the public is inflicted by a law, which is considered just and proper by prescription, and it is submitted to on that account; or else, where the evil is of such magnitude and importance as not to admit of this, it is avoided by some practical departure from the rule in the particular case, yet preserving as far as possible the appearance of adhering to it, at the expense of much inconvenience, perhaps, detriment to the service; besides that of maintaining needlessly a number of individuals who have, by the rule of seniority, grown out of their only sphere of utility, if they ever had one. These appear to me some considerations well worthy of being maturely canvassed by all friends to their country, particularly by its military friends.

I am, Mr. Editor,
Your most obedient servant,
PUBLICOLA.

Succession of Captains of the Navy to increased Rates of Half-pay.

MR. EDITOR,—There must arise something very unpleasant to the feelings of naval captains, when reflecting upon the fact that the increase of their half-pay, according to the rates allowed to their seniority on the list, can only occur from the death of each other, and from a promotion of the seniors to the rank of admirals, when a sufficient number of that class of chiefs shall have taken their departure for that voyage from whence no sailorman returns. Hence, when a junior captain is informed of the death of an admiral, or senior *brother yarn*, it is often accompanied with the thoughtless observation, that it brings him a step nearer to the next increased rate of half-pay. It may be advanced by way of argument, that as there must arrive a period when the hand of death cannot be arrested by mortal means, the removal of a junior to the place of his senior, becomes a certain consequence. Still, as it is *contra bonam religionem* to wish even the death of a sinner, it cannot be very sound morality to so place individuals as to make their increased means depend upon the decease of a senior on the list. Instead, therefore, of making the increase of half-pay to the captains of the navy dependant upon the circumstances pointed out, I would most respectfully recommend that the number for the highest rate of half-pay should not consist of the first 100, but of those who have been a certain time, on the list; for instance, let it extend, from and after the 1st day of July next, to all who were promoted in 1802; from the 1st of July, 1831, to all who were promoted in 1803; and so progressively one year with another; and let the same number be taken on the 1st day of July of each following year, from the lowest on to the second class of half-pay, making the number of the second, now 150, hereafter subservient to the increase of the first class. This plan will add *no weight* to the country's burthen; for some years to come it will not exceed the deaths, and the reduction that time will make in subsequent ones, will keep it, as to actual expense, much upon a par with the present system; but it will spare the best feelings both of the living and the dying. As the commanders, lieutenants, and masters, are allowed to obtain promotion by passing over the heads of those senior to them on their respective lists, there is no analogy in their cases, as whatever merit a captain may evince, he can *only* attain the rank of admiral by the death of his seniors. There are now 350 captains on the list who have all been longer on it than either of the naval Lords (Sir George Cock-

burn and Sir Henry Hotham*) were, before they obtained their ranks as rear-admirals, or than that strenuous advocate in Parliament, Sir Joseph Yorke,† who, it is hoped, will not oppose their Lordships, should they consider the alteration feasible: and it would still be four years before the last 50‡ of that number would obtain the *second* class of half-pay.

I am, Mr. Editor, your former Correspondent,

March 16th, 1830. A WIDOWER.

Relative Pay of Colonels in the Army and Captains in the Navy.

MR. EDITOR,—In reply to a statement sent forth by "Justitia," in your number for April, as to the advantage, in a pecuniary point of view, a Colonel in the Army has, from the moment of his promotion, over even a Captain in the Navy of twenty years' standing, I take leave to recommend that "Justitia" be more correct and particular in his inquiries before he ventures to state as facts what are such only in his own imagination. *There is no pay attached to the rank of Colonel*, the pay of a Lieutenant-Colonel is not increased on promotion. His half-pay remains at 11s. and even on obtaining the grade of Major-General, he only receives 17s. or the full-pay of Lieutenant-Colonel, and that only if he were actually serving at the period of his promotion, or reduced contrary to his own inclination. Post-Captains do obtain an increase from 10s. 6d. to 12s. 6d. and eventually to 14s. 6d. Lieutenant-Colonels of 1812 are not yet Colonels.

But the truth is, Mr. Editor, that the two Services can never be compared together, but by their mutual anxiety for the good of their country. Both have advantages peculiar to themselves. Yours, &c.

VERITAS.

Colloquies with Folard.—Fire-arms.

DEAR EDITOR,—Delighted as I have been at the manner in which your talented correspondent H. R. has conjured up the shade of my old friend Folard, and resuscitated the loquacious spirit of that lively Chevalier; I cannot but regret that the old gentleman's abode in Pluto's subterrane should have rendered him oblivious, or at least regardless, of some remarkable changes in the arms of that art of which he once shone so bright an ornament.

I allude to the fire-arms of the 16th century, in treating of which, in his last colloquy, the Chevalier jumps at once from the arquebus to the musket, and from thence all the way to the fusil! Now, with all deference to the sacred shade of the learned commentator, I contend that the haquebut and demihaque preceded the musket, and the wheel-lock, currier, snaphaunce, caliver, carabine, and esclopette, the fusil; nor do I wish the Chevalier to take my *ipse dixit* for the truth of this progression, but will at once refer him to the XXII Volume of the Archæologia, in which he will find detailed descriptions of most of these pieces ably set forth by Doctor Meyrick, and to the exquisite delineations of the same by Mr. Skelton.§

As, from the limited circulation of the former work, the greater part of your readers must be debarred from its perusal, I subjoin the extracts, without whose support, I would not have ventured to enter the lists with such high authority. I am also ready to admit that these omissions are unimportant to the general subject of the Chevalier's lucubrations.

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* 30 of the senior captains have been on the list more than 30 years!!! Sir George Cockburn was eighteen years and a half a captain. Sir Henry Hotham was nineteen years and five months a captain.

† Sir Joseph Yorke was seventeen years and a half a captain.

‡ The last 50 of the first 350 were promoted in 1810, consequently, in 1830, will have been twenty years captains. Quere. Will the Lords of the Admiralty ever adopt any plan that shall be advantageous to those who *fought* for the country?

§ Skelton's Illustrations of Arms and Armour.

Haquebut. "Arquebus being fired from the chest, while its butt remained straight, the eye could with difficulty only be brought sufficiently near to the barrel to afford a perfect aim. By giving to the butt a hooked form, the barrel was elevated, while the horizontal position would be retained. This idea, originating with the Germans, gave name to the fire-arms thus constructed, and was thence by the English termed a haquebut, hakebut, &c. the invention, together with the name, was known in this country so early as the reign of Richard III," &c.

Demihaque. "Demihaques are repeatedly mentioned in the time of Henry VIII. &c. They were smaller, and probably about half the weight of the haquebuts, the diameter of the barrel being much less. In the Gesta Grayorum, printed in 1594, we are told they carried 'bullets and sometimes half shots.'"

Then comes the musket with its match-lock, bandoliers, &c. and then the

Wheel-lock. "A most ingenious contrivance," says Doctor Meyrick, "of the Italians to supplant the match-lock. It was a small machine for exciting sparks of fire by the friction of a furrowed wheel of steel against a piece of sulphuret of iron, which, from such application, acquired the name of pyrites or fire-stone. The spring which turned this wheel was attached to it by a chain, formed like those in watches, and was wound upon the axles, or, as the term was 'spanned,' with a small lever, called a spanner. This instrument had at one end a hole, made square, to correspond with the projecting axle of the wheel, and, being adjusted, was moved in a direction of a screw, which made the wheel revolve, and a little slider that covered the pan, retire from it. The spanner was then removed, as the wheel was held by a catch connected with the trigger, and the cock, like that in modern firelocks, except having its position reversed, containing the pyrites, was brought down upon the wheel, between which and the touch-hole was deposited the priming. The trigger being then pulled, liberated the wheel, which, rapidly revolving, grated against the pyrites, and elicited the fire, &c."

The *Currier* is described "as of the same calibre and strength as the arquebus, but having a longer barrel," and the earliest account of it in English to have been published in 1578.

"The *Snaphaunce* is shown to have been a near approach to the firelock, and invented by the Dutch in the reign of Elizabeth."

The *Caliver* was "lighter and shorter than the musket, and fired without a rest." Falstaff says, "Put me a caliver into Wart's hand," "meaning," says Doctor Meyrick, "that he was not strong enough to use a musket."

"The *Carabine** was a large wheel-lock arquebus, adopted by the French from the Spaniards, and employed by the former in the war in Picardie in 1559."

"The peculiar characteristic of the *Esclopette*, the author states he has not been able to discover, but thinks it was probably the foreign name for the demihaque."

This brings the list of fire-arms down to 1630, when the French invented the fusil,

"So slow
The growth of what is excellent,"

Of whose successors I shall not anticipate the account with which the Chevalier will doubtless furnish us.

Knowing the value of your pages, I have purposely epitomized the comprehensive and interesting descriptions contained in the Archæologia, but have, I trust, succeeded in proving the Q. E. D. of my proposition.

Ever, dear Editor, your constant reader,

PETRONEL.

Naval Commands and Appointments.

MR. EDITOR,—Observing in your last number, a list of poly-ship officers, I beg to remind the writer, that he has the very singluar fault of understating his case. He might have added, the Hon. C. Abbott, and his three ships to the list, as well as C. Fremantle, and Lord J. Churchill, with each two. Captains itz-

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* Doctor Meyrick suggests the probability of this name being taken from the Calabrian vessels, called *Carabs*, which were armed with these guns.

clarence and Clifford, should each have been marked three, for the latter's appointment to the Herald would have been a good *job* to many of second-chop interest. The halcyon times of the Commander of the Astræa are hinted at; but there is another "favourite of fortune," nearer to us, who should not remain unnamed. James Couch, who was only a Commander of September 1817, was appointed to the Perseus, off the Tower, July 2d, 1821, and for the fresh-water service of raising PEACE ESTABLISHMENT men, was promoted to post rank on the 24th of January, 1824. This was not all the advantage he derived from such extraordinary exertion, for he has been continued in the same command ever since.

Your correspondent would render a favour, were he to remind us how many vessels have been lost or seriously injured by our "*fortunate youths*," together with the dates of the re-appointments of some of those who had encountered such mishaps.

Yours, &c.

X. Y. Z.

Military Medical Department.

MR. EDITOR,—Convinced that the grades of the Military Medical Department demand, in an especial manner, the hand of a regulator, to ensure the comfort and respectability of its members, I am induced to call your attention particularly to that subject. It appears useless to endeavour to interest the Medical Board on the subject, as since its present chief attained that situation, it has, as far as regards the welfare of the Department, been invariably supine.

At present, I chiefly refer to the relative situations of Staff and Regimental Surgeons, both of which, by His Majesty's regulations, have the same army rank, viz. that of captain; but by the custom of the service, the Staff Surgeon of yesterday, takes precedence, in the offices and duties of the Department, of the Regimental Surgeon, though, perhaps, of twenty years' standing: yet the situation of Staff Surgeon, in other respects, is so much less advantageous, that Regimental Surgeons can but very rarely be induced to accept of it, because, in point of emolument, the Staff Surgeon has no advantage over the Regimental Surgeon, but, on the contrary, is obliged to provide servants out of his pay, whilst the Regimental Surgeon is found them from the ranks of his regiment; besides having a mess and other regimental advantages, which the Staff Surgeon has not. The Regimental Surgeon is also secure of remaining on full pay, and cannot be moved about but with his regiment; whilst the Staff Surgeon is liable to be sent hither and thither, to this or that quarter of the globe, and to be put upon half-pay at the suggestion of an individual, the Director-General, who, however just and well disposed, is but a man, and liable, of course, to be influenced by all the motives and passions to which human nature is subject. Is it then matter of surprise that Regimental Surgeons scruple to accept of staff appointments, to the injury of their present circumstances, without benefit to their future prospects? The consequence is, that whilst the present system obtains, the natural order of promotion is inverted, and the rank of Staff Surgeon, considered superior to that of Regimental Surgeon, is generally filled up by the promotion of assistants, whose claims, however respectable, are much inferior to those of the Regimental Surgeons, whom they thus at once are made to surmount, and proves the source of many disagreeable occurrences and jarrings in the service. As an instance, I mention a circumstance which actually took place the other day in Portugal. An Assistant Surgeon was promoted on the Staff, and became the immediate superior of his Surgeon and Inspecting Officer in the very hospital where, so shortly before, he had moved in the inferior capacity, and this, too, in an instance where the Regimental Surgeon had been such before his *ci-devant* assistant had entered the service, or even commenced his medical studies. Nor was this the only inconsistency: the pay of the Regimental Surgeon, who thus, without losing rank, was overtopped by his assistant, continued superior to that of the new Staff Surgeon; the Regimental Surgeon's pay who had completed

twenty years' service being 18s. 10d. per diem, whilst the Staff Surgeon's of less service was only 14s. 3d. There also are other evils which arise from the present ill-regulated system. Young Staff Surgeons are appointed to districts, where old Regimental Surgeons are serving, and where the duties are apt to clash in the most unpleasant manner; few young men in such circumstances having the modesty and forbearance to show much respect for their seniors; but rather taking advantage of their situation, to display their power and consequence, by pursuing a system of petty annoyance with regard to those placed under their superintendence, equally disgusting, and at variance with the good of the service; but I presume I have said enough to preclude the necessity of pursuing this subject farther.

In framing a new set of regulations for the Army Medical Department, these discrepancies ought to be avoided; and without any additional expense to the county, it might easily be done, by making a selection of the Staff and Regimental Surgeons, according to their length of service and rate of pay, giving those of twenty years' standing, who receive 18s. 10d. a day, the rank of Major, and employing them upon the staff, with the allowance of servants from the line, or a moderate equivalent in lieu thereof. Giving servants from the line would not weaken the ranks much, as there are few garrisons with more than one Staff Surgeon; but if that were objected to, the additional expense of an allowance in lieu, would be a mere trifle, in comparison with the advantages of such a regulation, and the justice it would afford to a deserving class of individuals.

Were this plan adopted, Regimental Surgeons would no longer have the same reluctance to accept a staff appointment, and the junior Staff Surgeons would have nothing to complain of, if appointed to do regimental duty. In short, it would separate the classes definitively, as they ought to be, according to their services, by conferring a nominal rank, and obviate the possibility of a collision, which is now frequent, inimical to the harmony and good of the service, and reciprocally unpleasant and disagreeable.

I observe, that lately two old Regimental Surgeons have at once been placed on the Staff as Deputy Inspectors, to which, from their services, they were well entitled. This has given satisfaction to many, and is hailed by officers similarly situated as a proof of the justice of their claims having been acknowledged: for it is well known to all who are acquainted with the Department, that since the peace, it has fallen to the lot of the Regimental Surgeons to perform almost the whole of the medical duty of the army.

I remain, Mr. Editor,
Yours faithfully,
MEDICUS.

Regimental Staff Officers.

MR. EDITOR,—Your valuable Journal for the present month contains a letter, which I perused with no small surprise, augmented on finding that it bore the respectable signature of "A Regimental Staff Officer."

The writer asserts that Surgeons and Paymasters have no "allowances," while Field Officers and Captains have, and complains that these allowances are not included in calculating the amount of contribution to mess and band. The assertion is erroneous, and I shall endeavour to prove the complaint groundless.

The Paymaster *does* receive an "allowance," viz. that to cover the expense of official postage. No one, I believe, ever dreamed of charging him with eight days of this allowance, and it would be most unjust to do so.

As a Captain, I contribute at the rate of eleven shillings and sevenpence a day, (not ten shillings and sixpence as stated by your correspondent;) and the the only "allowance" I receive is that of contingent, intended to cover the contingent expenses of a company, such as repair of arms, charge for books, losses

by deaths and desertions, and remuneration to Pay-Serjeant. It would therefore be as unjust to charge my contingent allowance with mess or band contribution, as to do so with the Paymaster's postage allowance. The same argument applies to each.

Another reason against so charging the contingent, (and the observation applies equally to the command money of a Lieutenant-Colonel,) is, that in case of absence, whether on public duty or private pleasure, it is paid, and most properly so, to the officer on whom the temporary command and responsibility devolves, to meet which responsibility, and not as additional pay, the allowance is granted.

As to the Doctor's remark, that "the Junior Ensign would conceive he had more right to command the services of the band than he has;" his must be an unfortunate corps, (if indeed he does, or ever did, belong to any corps,) and one different from any I have seen or heard of. His observation that "a Civil Staff Officer is obliged to submit to the exactions of such soldiers as he may require," can only serve to convince every military reader of his ignorance of the service.

I may add, that the "Regimental Staff Officer" is the only source from which I ever heard that Medical Officers pay "various astonishing and almost imperative contributions and subscriptions." I was not before aware of their contributing one farthing more, in proportion to their pay, than the military portion of the officers. He also asserts the mode of supporting the band and mess to be clearly unjustifiable so far as regards Medical Officers: does he mean to say that he ought not to subscribe at all?

I am, Sir, your constant Reader,

CENTURIAN.

P.S. As I perceive one of your correspondents enquires regarding the subscription for the Clarence Medal, permit me to ask, what is doing or about to be done, towards erecting a Monument to his Royal Highness our late lamented Commander-in-Chief, to which, in common I believe with every British officer, I contributed my mite, nearly four years ago. C.

Oldest Record existing of the British Naval Uniform.

MR. EDITOR,—The inclosed is the oldest record in existence of a Naval uniform in this country, and may be amusing to your maritime readers. If the Master of the Wardrobe of his present Majesty was ordered to find uniforms or liveries, as expensive as the inclosed warrant specifies, for the principal Commanders of His Majesty's ships *now* on the Navy List, what would be the amount? taking into consideration, at the same time, the difference of the value of money in the year 1604, to what it is at present.

The inclosed was furnished me by an officer of rank, and, as I have already stated, may be amusing to many of your readers.

I am, Mr. Editor,
Your most obedient servant,
A NAVAL OFFICER.

The following is extracted from a manuscript in the British Museum.

"JAMES R.—James, by the Grace of God, of England, Scotland, France, and Ireland, Kinge, Defender of the Faithe, etc. To our trustie and right well-beloved Counsellor Sir George Howmes, Knight, Mr of our greete wardrobe, and to the Mr of the same that hereafter for the tyme shal be, greetinge, Wee will and commaunde you ymediatlie vpon the sight hereof, to delyer or cause to be deliuered vnto our well-beloved servants, John Austin, Thomas Grove, John Hankin, John Eliot, Roger Morice, and Thomas Tompson, six principall Maisters of or ships by vs appointed to that office, their p'cells following for theire Lyurie coat, that is to saie, To eury of them two yards of fyne red cloth, at thirtene shillings and fower pence a yarde. Item. to eury of them two yards

and Lieut. Kendall. The Chanticleer, it was expected, would remain there nearly two months, and then proceed to Ascension Island.

His Majesty's Ship Hecla.—This vessel arrived at Portsmouth on the 13th of April, after a protracted voyage from the Island of Ascension. About two years since, the Hecla, Commander Boteler, sailed from Spithead to survey the African coast, and has added another melancholy instance to the loss of life already sustained on the shores of that pestilential Continent. Commander Boteler died the latter end of November, having previously lost both his Lieutenants, and all the officers, and the surviving part of the crew greatly debilitated from the effects of fever. On the 19th of January, the Hecla reached St. Helena, under charge of a Midshipman, and found lying there the Espoir sloop of war, Commander Greville, and the Chanticleer, Commander Foster. Every assistance was instantly given by the authorities of the island, and by the men-of-war. Lieut. Harding, first of the Espoir, received an appointment to act as Commander; and Lieut. E. N. Kendal was removed from the Chanticleer into the Hecla. The ship being refitted, sailed for the coast of Africa; but it was soon found the crew, which then consisted of nine from the ships at St. Helena, were unable to perform the various duties that would be required for the survey, and, in consequence, on reaching the Island of Ascension, Capt. Griffinhoofe, of the Primrose, ordered them to proceed to England. Commander Boteler was an able maritime surveyor, and has minutely examined the African coast, and ascertained the position of the various headlands, inlets, &c. &c. The ship is in a very defective state, and has suffered more in this voyage than in the three for the discovery of the North-west Passage, and in that to Spitzbergen, in the attempt to reach the North Pole, under the orders of Capt. Sir W. E. Parry.

ABSTRACT OF PARLIAMENTARY PROCEEDINGS

RELATING TO THE ARMY AND NAVY.

On the 22d of March, Mr. Perceval took a vote on account of 200,000*l.* to meet the then exigencies of the Ordnance Department, leaving the Estimates as open to discussion as if no such vote had been agreed to.

On the same day, Sir George Clerk moved the remaining Navy Estimates, which embraced the expenses of the whole of the civil departments connected with that service, namely, the Admiralty, the Navy Pay, the Navy Victualling, &c. and for which the gross sum required was 180,017*l.* 11s. 7d. Mr. Hume and Lord Howick objected to the form of the vote, contending that the expenses of each department should form the subject of a separate resolution, as members might oppose some one, and some another item. The form was defended on the ground of ancient practice, but after some discussion, was abandoned, and the votes proposed separately, of which the first was 52,216*l.* 5s. for the Admiralty Office, including 2,960*l.* for the Paymaster of Marines. To this sum it was objected by Mr. Hume and others, that considering the great expenses of the Navy Pay Office, and the number of officers there employed, the Paymastership of Marines might be consolidated with that establishment, according to the recommendation of the Finance Committee. It was observed that a multiplication of departments for the business of one service was alike detrimental to its interests and expensive to the public. The subdivision of contracts for the Navy was also censured, and the system of the Commissariat held out in that particular as an object worthy of imitation: the Treasury minute of 1822, was said to be applicable to all cases of consolidation, and especially to this; that the practice of France and other continental countries favoured it; that the Marine Barrack Department ought to be united with the Ordnance, the discipline on shore being the same as in the army, and that the present was an enormous expense to effect a trifling object, namely, the payment of the 9 or 10,000 Marines kept on shore.

On the other hand, Mr. Croker, Sir George Clerk, the Chancellor of the Exchequer, &c. after bearing testimony to the efficiency of the present Paymaster, said that he was not alone a Paymaster, but an Inspector-General, and a Superintendent of Barracks and Clothing; that the Barrack Department could not be consolidated with any other, for the accounts of Army and Marine Barracks must necessarily be kept upon different principles; that the savings effected within the last few years were as great as in any other department, and farther reductions were impracticable; that the proposed consolidation would be a change in name without a substantial saving; that the mixing up of heterogeneous matters must lead to confusion, and ultimately to increased expense, while the sum that formed the subject of the present contention was under 3,000*l.* a year; and, finally, that it was a mistake to suppose the proposed consolidation was supported by the authority of the Finance Committee. On

a division, the numbers were for Mr. Hume's amendment 90, for the original motion 130—majority 40.

Mr. Portman adverted to an intention of Sir James Graham, to propose a reduction in the salaries of the officers of the Admiralty, proportioned to the change in the currency, but made no motion. The reduction of which he spoke was 15 per cent. upon the highest class, 10 on the next, and 5 per cent. on the lowest, namely, salaries from 500*l.* to 100*l.* a year.

On the question that 32,033*l.* 1s. 6d. be granted for the Navy Pay Office, Mr. Vernon Smith proposed that 1200*l.* be deducted from the Treasurership of the Navy, on the ground that the responsibility was not such as had been stated, that the duties did not require such large remuneration.

As this office has generally been held by some important member of the Ministerial party, and as its emoluments are given more as the reward of political than of professional services, the discussion with respect to it assumed a character foreign from the objects of this abstract; it will, therefore, suffice to state, that the amendment of Mr. Smith was, after some discussion, withdrawn.

A conversation took place on the present mode of transmitting silver money to the outports for the payment of the Navy, by special messengers. Sir M. W. Ridley thought the country bankers ought to be able, in a more economical way, to effect the object. Mr. F. Lewis said he should cheerfully act upon any useful suggestions relating to this matter, and assured the House that he had used, and should continue to use, every practicable means of promoting economy and advancing the interests of the service: but he had yet been unable to devise himself, or learn from others, any improvement in the existing system.

On the 25th of March, a petition was presented from the gunmakers and other inhabitants of Birmingham, complaining that the Government had removed its proof-house for small arms from Birmingham, upon which a few observations were made. It was asserted that the State should avail itself of commercial competition, and that Government should not turn manufacturers of any thing. The removal of such a factory one hundred miles from the coal and iron districts, was censured as a gross error, and the perfect competence of the Birmingham manufacturers to meet any future demand strongly insisted on, though it was admitted that during the late war, there might have been some occasion for a Government factory; at present, it was considered altogether unnecessary, seeing that Government had one million stand of arms ready for immediate use. Mr. Perceval declined discussion until the Ordnance estimates were regularly before the House.

The Navy estimates were resumed on the 26th, and from the statements of official members, it appeared that in future, superannuations were to be provided for by deductions from the salaries of persons actually holding office. There were also incidentally some remarks made on the present mode of keeping the public accounts, but without any reference to the professional concerns of either Army or Navy.

A vote of 38,207*l.* 10s. for the Victualling Office, was opposed by Mr. Hume, on the ground that Government should deal with contractors; while the maintenance of the establishment was defended, as affording the best check upon the frauds of contractors, besides that, the health of our seamen depending, as it did in warm climates, upon the purity of their food, should not be hazarded for the sake of a small saving. The vote was of course agreed to.

The Dock-yards vote of 137,460*l.* 10s. 8d. led to complaint that the cessation from ship-building expected in 1830, did not appear likely to take place. To this it was replied, that no such expectation had ever been held out, and though 350 vessels were on the estimate, nothing like that number was fit for sea, or could be prepared in a short time: further, that the extent of naval architecture must depend upon the proceedings in this respect of other nations, and in present circumstances, no more reductions could be expected, for none had suffered more already than his Majesty's yards.

After Mr. Hume had expressed his satisfaction at the reduction of the vote for the Naval College, and the necessity so created of young men paying for their own education, together with his wish that the Military College could be placed upon the same footing, some other votes were agreed to; and an animated debate arose upon the superannuation allowances of the Hon. R. Dundas, son of Lord Melville, and the Hon. W. L. Bathurst, son of Earl Bathurst, which allowances were made after a very short period of service, owing to the consolidation with another of the Board to which they belonged. This debate, however, was merely introduced for the purpose of arraigning the conduct of Ministers, and was but nominally connected with the affairs of the service.

A sum of 24,000*l.* for the erection of a Naval Hospital in Malta, was proposed, and the vote, after some discussion, postponed, till members should have full information on the subject. The necessity for such an establishment was not denied, but it was alleged that a suitable house might have been hired: in answer to this, however, it was stated that such an arrangement had been attempted without success.

On the 29th of March, Mr. Bernal inquired if it was intended to deprive captains in the Navy of the privilege of appointing midshipmen, and received a reply in the negative; but the first class of volunteers are to be taken under the direction of the Admiralty, with a view to the limitation of the numbers, and the supply of constant employment for those young gentlemen.

The same day, 296,063*l.* 17s. 9d. was granted for allowances to naval officers and officers' widows, after some inquiries, from the answers to which it appeared, that all pensions to widows are proportioned to their husband's rank. It is intended immediately to apply the new principle of an allowance fund above mentioned to this department, and to discontinue pensions in cases of re-marriages. Mr. Hume thought the widows of privates as well entitled to pensions as those of officers; he, therefore, objected to the system as inequitable, but for his part he wished to see

pensions altogether abolished; marriage, he thought, ought to be discouraged in every part of the naval and military service.

The salaries of Port-Admirals was complained of, but no successful resistance made to the vote.

The Naval Hospital at Malta was again brought under consideration, and the inadequacy of the former hospital clearly established, but the accusation against the Government chiefly rested on this, that the emergency was not so sudden as to justify them in commencing the work without the previous sanction of Parliament; the vote, however, was eventually agreed to. The Naval Chapel at Pembroke Dock-yard was also a subject of unavailing complaint. Mr. Hume, Col. Davies, and other honourable members, thought a commodious warehouse might be hired for the purpose.

On the same day, (the 29th,) Mr. Perceval moved the Ordnance Estimates, on which he took occasion to say, that the smallness of the reduction in that department, was to be accounted for by the excellent system upon which for years it had been managed, and the extraordinary pains taken to bring its expenditure down to the lowest point compatible with the public interest. Still, however, the savings in the present year amount to 36,000*l.* The principal votes proposed for this department were as follow:—the Civil establishments (Tower, Pall-Mall, and Dublin,) 85,025*l.*; that at Woolwich, 8,033*l.*; for the various other establishments at home, abroad, and in Ireland, 87,464*l.*; pay of master-gunners, 5,390*l.*; pay of engineers, sappers, and miners, 83,046*l.*; the charge for the regiment of artillery, 283,626*l.*; the horse artillery rocket and riding troop, 37,111*l.*; field train, 1,223*l.*; medical establishment, 9,127*l.*; military academy 3,402*l.* &c. Sir James Graham opposed the first resolution, and moved a reduction in it, with a view to abolish the office of Lieutenant-General of the Ordnance. That abolition was advocated on the authority of the Finance Committee, as well as from the many occasions on which the duties had been performed by deputy, and above all, it was contended for on the same ground as similar cases, the necessity of economy in these times of public distress. On the other side, the testimony of the highest military authorities was brought to justify its continuance; it was defended as affording a reward for distinguished services as too trifling (only 1200*l.* a year), to form any sensible addition to the public burden, and as retained for the good of the service, and not with any view towards maintaining the influence of the Crown in Parliament. In a House of 324 members, the majority in favour of Ministers was only 76.

On the 2d of April, farther votes for the Ordnance were agreed to, in which various objections were raised and answered respecting the expenses of the civil departments. Mr. Lawly adverted again to the removal of the proof-house from Birmingham, and Mr. Perceval defended the establishment at Enfield, as having been imperatively required at the time it was formed, as preventing the evils of combination, and being the only means of securing the advantages of competition, as tending to keep down the price of small arms, and guarding against uncertainty and disappointment in the event of a war. The adverse arguments, before urged, were repeated, and the House divided, 80 to 40; vote agreed to. Several other votes were agreed to, after numerous complaints on the part of the members who generally advocate reduction.

On the 6th of April, the manufacture of gunpowder, by Government, was made a subject of complaint, in the House of Commons, but Mr. Perceval replied that the manufacture was now carried on only to a very limited extent, and none sold.

GENERAL ORDERS, CIRCULARS, &c.

TO THE ARMY.

CIRCULAR.

War Office, March 22, 1830.

Sir,—The sum to be paid to the innkeeper for the list meal supplied to the soldier on the march in England, being fixed by the Mutiny Act, for the present year, at tenpence, I have the honour to acquaint you, that after the 25th of this month, the charges for marching money are to be made in the public accounts at the following rates:—

Cavalry soldier in England, eleven-pence per diem.

Infantry soldier in England, thirteen-pence per diem.

Discharged soldier of cavalry or infantry in England and Scotland, one shilling and sixpence per diem.

I have the honour to be, Sir,
Your most obedient humble servant,
H. Hardinge.

Officer Commanding
—— Regiment of ——

MONTHLY NAVAL REGISTER.

ARRIVALS AND SAILINGS.

March 19. PLYMOUTH. — Sailed H. M. S. Druid (46), Capt. G. W. Hamilton, C.B. for South America. Arrived H. M. P. Sandwich, A. Schuyler, from Lisbon. Sailed on 9th. Sailed H. M. P. Magnet, J. Porteous, for Lisbon.

20. PORTSMOUTH.—Arrived H. M. C. Arrow, Lieut. E. Thrackstone.

FALMOUTH.—Arrived H. M. P. Hope, Lieut. Wright, from Buenos Ayres and Monte Video. Sailed H. M. P. Sheldrake, Lieut. Ede, for the Leeward Islands, and Lapwing, Lieut. Foster, for the Havana.

21. PORTSMOUTH.—Arrived the Southworth Transport, Lieut. Sanders, from South America. Left Rio Janeiro, 20th January.

22. PORTSMOUTH.—Arrived H. M. C. Raven, Lieut. Finch.

FALMOUTH. — Arrived H. M. K. Vigilant, Lieut. Loney. Sailed H. M. P. Lady Mary Pelham, Lieut. Carey, for Rio Janeiro.

23. PORTSMOUTH.—Sailed H. M. C. Arrow, Lieut. Thrackstone, and Southworth Transport, Lieut. Sanders. Arrived the Britomart Transport, and Lord William Bentinck Transport, W. Walker, Master.

PLYMOUTH.—Sailed H. M. S. Britomart (10), Com. E. J. Johnson. Arrived H. M. Steam-Vessel Echo, Lieut. Bissett.

FALMOUTH. — Arrived H. M. P. Emulus, Lieut. W. P. Croke, from Corfu and Malta. Arrived H. M. P. Cygnet, Lieut. Gooding, and Stanmer, Lieut. Sutton, from South America. Sailed H. M. Steam-Vessel Echo, Lieut. Bissett, and H. M. K. Vigilant, Lieut. Loney.

24. PORTSMOUTH.—Arrived H. M. S. Spartiate (78), Capt. F. Warren, from the Mediterranean. Arrived the Supply, Naval Transport.

PLYMOUTH. — Arrived H. M. P. King-fisher, Lieut. Walker.

25. PORTSMOUTH. — Sailed the Hope Transport, Lieut. Pritchard.

26. PORTSMOUTH.—Arrived H. M. S. Pelican (18), Com. F. D. Hucheson, from the Mediterranean. Left Malta, 2d. Came into harbour, H. M. S. Spartiate, to dismantle and pay off.

PLYMOUTH. — Arrived H. M. K. Vigilant, Lieut. Loney.

SHEERNESS.—Arrived H. M. S. Childers (18), R. Deans.

27. PORTSMOUTH.—Arrived H. M. C. High-flyer. Sailed the Lord William Bentinck Transport.

FALMOUTH.—Sailed H. M. P. Sandwich, A. Schuyler, for Lisbon.

28. PORTSMOUTH. — Sailed the Britomart Transport.

FALMOUTH.—Arrived H. M. S. Britomart (10), Com. E. J. Johnson.

29. PORTSMOUTH.—Arrived H. M. C. Starling. Sailed H. M. S. Pelican (18), Commander Hucheson.

FALMOUTH. — Arrived H. M. Steam-Vessel Echo, Lieut. Bissett. Sailed H. M. S. Britomart (10), Com. Johnson.

30. SHEERNESS. — Arrived the Diligence Transport.

31. PORTSMOUTH.—Sailed H. M. C. High-flyer.

SHEERNESS.—Sailed H. M. S. Childers (18), Com. R. Deans.

PLYMOUTH. — Arrived H. M. Steam-Vessel Meteor, Lieut. Symons, from the Mediterranean. Left Malta, on the 7th. Sailed H. M. P. Leveret, Lieut. Worth.

April 3. PORTSMOUTH. — H. M. S. North Star (28), Capt. Lord W. Paget, left the harbour and anchored at Spithead.

PLYMOUTH. — Arrived H. M. C. Bramble, Lieut. Haswell, from Lisbon. Left 28th ultimo. Arrived H. M. P. Royalist, Lieut. Nash, and Leveret, Lieut. Worth.

FALMOUTH. — Arrived H. M. P. Duke of Marlborough, J. Bull, from Lisbon. Left 21st ult. Arrived the Industry, Naval Transport.

4. PORTSMOUTH.—Arrived H. M. Yacht Herald, Com. G. B. Maxwell, from the West Indies. Left Port Royal, 10th February. Sailed H. M. C. Starling.

SHEERNESS. — Arrived H. M. S. Pelican, (18), Com. Hucheson, to pay off, and H. M. C. Basilisk, Lieut. Watts.

FALMOUTH.—Sailed H. M. P. Stanmer, R. S. Sutton, and Industry, Naval Transport.

5. PORTSMOUTH.—Sailed H. M. S. Galatea (42) Capt. Napier.

6. SHEERNESS.—Arrived H. M. C. Industry, and H. M. C. Swan, Lieut. Johns.

7. PORTSMOUTH.—Sailed H. M. Brig Onyx, Lieut. Dawson. Arrived H. M. C. Arrow, Lieut. Thrackstone.

FALMOUTH.—Sailed H. M. C. Bramble, Lieut. Haswell.

8. PORTSMOUTH.—Arrived H. M. C. High-flyer, and H. M. C. Bramble, Lieutenant Haswell.

9. PLYMOUTH.—Arrived H. M. S. Galatea (42), Capt. Napier.

PORTSMOUTH. — Sailed H. M. C. Bramble, Lieut. Haswell.

FALMOUTH.—Arrived H. M. P. Magnet, J. Porteous, from Lisbon. Sailed H. M. Steam-Vessel Echo, Lieut. Bissett, and H. M. P. Briseis, Lieut. Downey, for the Brazils.

CORK.—Arrived H. M. S. Nimrod (20), Com. Radford.

10. PORTSMOUTH.—Sailed H. M. S. North Star, for the Havana. Arrived H. M. C. Netley, and H. M. S. Briton (46), Capt. Hon. W. Gordon, from the West Indies. Left Havana, 2d March.

FALMOUTH.—Sailed H. M. P. Reindeer, Lieut. Dicken, for Jamaica, and Barraconta, Lieut. James, for South America.

11. FALMOUTH.—Arrived H. M. P. Spey, W. James from the West Indies. Left Jamaica, 23d February, and Crooked Island, 1st March.

12. PORTSMOUTH.—Sailed H. M. C. Netley. Put back with contrary winds, H. M. S. North Star (28), Capt. Lord W. Paget.

PLYMOUTH. — Arrived H. M. C. Bramble, Lieut Haswell. Sailed H. M. K. Vigilant, Lieut. Loney.

13. PORTSMOUTH.—Arrived H. M. S. Hecla, Surveying-Vessel, Com. Harding (acting).

14. PORTSMOUTH.—Arrived H. M. S. Galatea (42), Capt. Napier.

SHEERNESS.—Sailed the Diligence Transport. Arrived H. M. C. Surly, Lieut. Usherwood.

15. PORTSMOUTH.—Arrived H. M. S. Ocean (80), Capt. P. Campbell, from the Mediterranean. Left Malta, 24th March.

SHEERNESS.—Sailed H. M. C. Surly, Lieut. Usherwood.

FALMOUTH. — Arrived H. M. P. Rinaldo, Lieut. Hill, from Pernambuco. Left 22d January, and Rio 20th February.

16. PORTSMOUTH.—Arrived H. M. C. Starling, Lieut. Harrison.

FALMOUTH.—Arrived H. M. P. Mutine, Lieut. Pawle, from Havana. Left 4th March. Sailed H. M. P. Cygnet, Lieut. Gooding, for Lisbon.

17. PORTSMOUTH. — Arrived H. M. Brig Onyx, Lieut. Dawson, H. M. C. Raven, and Amity Transport, Lieut. Chapman.

MISCELLANEOUS.

The reduction of our large naval force in the Mediterranean has commenced by the paying off of several ships in the course of the last month. The active preparations going forward on the part of the French for the expected attack on Algiers, renders it necessary that we should have a force in command until some final adjustments may be concluded.

His Majesty's Ship Spartiate (78), was paid off on the 12th of April, at Portsmouth, having been commissioned by Capt. F. Warren, in December 1825; during which time she has been employed at Portsmouth, Lisbon, and in the Mediterranean.

His Majesty's Sloop Camelion (10), was paid off at Portsmouth, on the 22d of March, after a service of three years in the Mediterranean.

His Majesty's Sloop Wolf (18), having completed a service of more than three years on the Mediterranean Station, was paid off, at Portsmouth, on the 30th March.

His Majesty's Sloop Pelican (18), was paid off, at Sheerness, on the 14th April, having been employed above three years in the Mediterranean. The Pelican was recommissioned on the following day, by Lieut. Hon E. Howard.

His Majesty's Brig King-fisher, was paid off at Plymouth, on 6th April, having been employed about six years in the Packet Service.

His Majesty's Gun-Brig Conflict, was commissioned at Plymouth, on 26th March by Lieut. G. Smithers, for African Station. The Conflict is a new vessel.

His Majesty's Sloop Cordelia is preparing at Chatham for Channel Service.

His Majesty's Ship Druid (46), Capt. G. W. Hamilton, C.B. has sailed for Pernambuco, with Mr. Cowper, appointed British Consul at that place.

His Majesty's Ship North Star (28), Capt. Lord Wm. Paget, has sailed for the West India Station, having on board Sir R. Kerr Porter, appointed Commissioner for the adjudication of slave questions at the Havana.

Lieut. Cook, R.N. has been presented with a handsomely ornamented gold snuff-box, accompanied by a letter from the King of France, for his valuable invention of the Night Life-Buoy. Other Powers have been equally forward in rewarding *Lieut. Cook*, and it is gratifying to observe, that *while the ingenuity* and talents of naval officers are employed for their country's good, that the cause of humanity is promoted by all.

Experiments have been lately made on board H. M. S. Galatea, at Spithead, on some improved sights for ship's guns, invented by Gen. Miller, the Hon. Capt. G. Elliott, and Com. G. Smith. That of Com. Smith proved decidedly the most superior, by the shot striking the flag-staff twice, and the flag once, out of five discharges, at the distance of about eight hundred yards. Com. Smith is the inventor of the lever-target, a machine which has long been used with success, and which has proved a most valuable acquisition to the seaman, in enabling him to allow for the motion of the ship.

The Hon. Capt. G. Elliott has invented a connecting shackle for joining the ends of an iron and hempen cable, by which the tedious and unsafe process of joining them by the tails of the latter is avoided. Experiments have been made on Capt. Elliott's invention, which have established its superiority, and we hear that it will be generally adopted. Capt. Elliott has also suggested a method of fitting the launch of a ship in a manner that will enable her to carry out her best bower anchor, without any previous preparation, and so that it will not interfere in any manner with the ordinary duties of the boat.

His Majesty's Ship Worcester, the only remaining vessel building in Deptford Dockyard, will be launched early in May, should the weather be favourable. This Dockyard is now nearly closed, and will be employed principally as a store in future.

His Majesty's Ships Menai and Ontario, lying at Portsmouth, are to be fitted for the transport service.

His Majesty's Ship Ocean, just returned from the Mediterranean, is to be paid off and laid up in ordinary at Plymouth.

His Majesty's Ship Hecla, just arrived from the coast of Africa, is expected to be paid off in the river, her period of service having expired.

The following Midshipmen have passed their examination at the College for Lieutenants, since our last:—J. T. Caldwell, J. Palmer, J. S. Tetley, R. H. Pipon, S. H. L. Phillips, R. M. Burdon, J. G. M'Cleverty, G. Bott, H. A. Gibson, G. W. Winlow, R. F. Cleaveland, J. G. M'Kenzie; and in Seamanship, H. L. Cox, G. Bott, H. A. Gibson, G. G. E. Patey, P. H. L. Phillips.

PROMOTIONS.

CAPTAIN.

Bowyer, W. B.

COMMANDER.

Burlton, C.

LIEUTENANTS.

Bedford, W. B.
Butterfield, E.
Dawson, R.
Hay, J.
Laurie, A.
Pasco, W. M. J. G.

SURGEONS.

Riordan, J.
Verling, B.

APPOINTMENTS.

Admiral Sir Manly Dixon, K.C.B. is appointed to the command of the Plymouth station in place

of Admiral the Right Hon. the Earl of Northesk, G.C.B.

Admiral Sir Thomas Foley, G.C.B. is appointed to the command of the Portsmouth station in place of Admiral Sir Robert Stopford, K.C.B.

COMMANDERS.

Leavers, J.	Retired.
Marshall, J. N.	Donegal.

LIEUTENANTS.

Aplin, B.	Carron Steam-Vessel.
Baker, J. V.	Pylades.
Barret, J. F.	Preventive Service.
Beatty, D. M. N.	Hornet.
Bedford, D.	Ranger.
Butterfield, E.	Primrose.
Carey, T.	Hyperion.
Carne, H.	Badger.
Dickson, G.	Nautilus.
Denham, H. M.	St. Vincent.
Dixon, R.	Greenwich Hospital, O.P.
Durban, G.	Blanche.
Harmer, S. F.	Preventive Service.
Hay, J.	Gloucester.
Hill, J.	Camelion Cutter.
Hodder, H.	Preventive Service.
Howard, Hon. E.	Pelican.
Hussey, R.	Preventive Service.
Jones, L. T.	Cordelia.
Kendal E. N.	Hecla.
Lyell, T. (Flag)	Victory.
Nichols, J. T.	Hyperion.
Parks, A.	Defence Cutter.
Pearce, T. (a)	Warden, Woolwich Dock Yard.
Prowse, W.	Tartar Cutter.
Pasco, W. M. G. J.	Magnificent.
Rawstone, J.	Hyperion.
Robinson, C. J.	St. Vincent.
Roche, J.	Skipjack.
Sheringham, W. L.	Britannia.
Shortland, W.	Monkey.
Slater, M. A.	Britannia.
Smithers, G.	Conflict.
Stroud, H.	Blanche.
Umfreville, J. C.	Preventive Service.
Vosper, W.	Greenwich Hospital, O.P.
Wilkinson, J.	Preventive Service.

MASTERS.

Causdell, B.	Undaunted.
Harris, G. L.	Cordelia.
Quinlam, A. W.	Nautilus.
Middlemist, W. C.	Blanche.

SURGEONS.

Anderson, Sir J. E.	Royal George Yacht.
Eshelby, T. D.	Scylla.
Kennedy, J.	Blanche.
Riordan, J.	Weasle.
Robertson. T.	Hecla.
Sinclair, A.	Cordelia.
Verling, B.	Victor.
Wylie, R.	Nautilus.

ASSISTANT-SURGEONS.

Carmichael, J.	Nautilus.
Folds, J. C.	Emulus.
Hammond, H.	Victory.
Kirk, J.	Scylla.
Newman, E., M.D.	Cordelia.
Smith, C.	Hospital, Malta.

PURSERS.

Barber, J.	Scylla.
Breaks, J.	Slaney.
Dennis, J.	Nautilus.
Hutchings, J. B.	Pelican.
Jones, J.	Shannon.
Simmonds, G.	Cordelia.

CHAPLAIN.

Beebee, M.	Sibylle.

MARINES.—FIRST LIEUTENANTS.

Barry, C. C.	Magnificent.
Pascoe, R. W.	Blanche.

SECOND LIEUTENANTS.

Heriot, W. M.	Shannon.
Walsh, A. S. S.	Blanche.

CHANGES IN THE STATIONS OF CORPS

SINCE OUR LAST.

4th Dragoon Guards	from	York	to	Edinburgh.
5th Ditto	from	Canterbury	to	Coventry.
7th Ditto	from	Ipswich	to	Canterbury.
3d Dragoons	from	Sheffield	to	York.
9th Lancers	from	Nottingham	to	Hounslow.
10th Hussars	from	Hounslow	to	Leeds.
14th Light Dragoons	from	Leeds	to	Brighton.
15th Hussars	from	Brighton	to	Nottingham.
11th Foot Depôt	from	Wexford	to	Cork.
49th Ditto Ditto	from	Chatham	to	Upson Castle.
55th Ditto	from	Cape of Good Hope	to	Madras.
56th Ditto	from	Birr	to	Limerick.
57th Ditto	from	New South Wales	to	Madras.
73d Ditto Ditto	from	Spike Island	to	Plymouth.
75th Ditto	from	Fermoy	to	Canterbury.*
79th Ditto Ditto	from	Barnley	to	Stirling.
82d Ditto Ditto	from	Chatham	to	Canterbury.
84th Ditto Ditto	from	Cork	to	Kinsale.
90th Ditto Ditto	from	Fort Cumberland	to	Gosport.
2d Batt. Rifle Brigade do.	from	Devonport	to	Deal.

* Under orders for the Cape of Good Hope.

	Principal Staff at Head-Quarters.	Principal Commanders-in-Chief, and Governors abroad.
1802. Peace.	Secretary-at-War. — Right Hon. W. Windham. Rt. Hon. Charles Yorke, from February. Captain-General and Commander-in-Chief, Field-Marshal H. R. H. the Duke of York, K.G. Adjutant-General.—Gen. Sir W. Fawcett, K.B. to 24th June. Colonel Harry Calvert. Quarter-Master-General. — General David Dundas. Master-General of the Ordnance.—John Earl of Chatham, K.G. Lieut.-General of the Ordnance.—Gen. Hon. Sir W. Howe, K. B.	East Indies.— Lieut.-Gen. Gerard Lake. North America.— Lieut.-Gen. Henry Bowyer. / Lieut.-Gen. P. Hunter. Jamaica.—Lieut.-Gen. George Nugent. Leeward Islands.— Lieut.-Gen. Thomas Trigge. / Lieut.-Gen. William Grinfield, from 5th June. Mediterranean.—Gen. Hon. H. E. Fox. Cape of Good Hope.— Lieut.-Gen. Francis Dundas. Gibraltar.— Gen. Charles O'Hara.* / Gen. H. R. H. the Duke Kent, K.G. from 20th March.

Amount of the Army Estimates for the Year 1802	£8,980,164	0s. 6d.
DISTRIBUTION OF THE REGULAR FORCES.		
United Kingdom of Great Britain and Ireland, Jersey, Guernsey, and Alderney	77,378†	
Plantations, Gibraltar, Minorca, and other Stations in the Mediterranean, Cape of Good Hope, and New South Wales	83,986‡	
East Indies (four regiments of Light Dragoons and seventeen regiments of Foot)	26,219§	
Foreign Corps	13,726‖	
Embodied Militia—South Britain	39,484	
Ditto—North Britain	6026	
Fencible Infantry	3959	
Cornwall and Devon Miners	633	
Embodied Militia, in Ireland	32,036	
Fencible Infantry, in Ireland	21,787	
Total	103,925¶	

MILITARY ACHIEVEMENTS AND OCCURRENCES, AND CHRONOLOGICAL EVENTS OF THE ARMY.

January 1. The Fort of Tirnakull, Madras, taken by Major-Gen. Dugald Campbell. Corps engaged: 2d Battalion 4th, 25th, and 73d Regiments, and Native Corps.

February. At Tobago, a conspiracy was discovered of almost the whole Black population, to massacre the White inhabitants and seize upon the government. To resist several thousands of this ferocious people, Brig.-Gen. Carmichael had barely 200 men in arms, but his judicious and decided conduct supplied all that was wanting. On the eve of the breaking out of the rebellion, thirty of the ring-leaders were made prisoners. One of them was hanged early the next morning, at daybreak, at the signal-staff; and his body being lowered down and hoisted up more than thirty times, and a signal gun being fired at each time, the insurgents were induced to believe that most of their chiefs had perished in this manner, and they immediately surrendered or dispersed. Both Houses of the Legislature of Tobago gave the most honourable testimonies of their sense of Brig.-Gen. Carmichael's conduct, and presented him with a sword of the value of one hundred guineas.

April 9. The 8th West India Regiment, entirely composed of Black troops, who had been employed in some public works at Dominica, suddenly broke out into open mutiny, and murdered three of

* This gallant officer died at Gibraltar after an illness of six months, during which he suffered the most excruciating tortures, from his wounds having broken out afresh. Few men possessed so happy a combination of rare talents. He was a brave and enterprising soldier; a strict disciplinarian, and a polite and accomplished gentleman. At the garrison he kept up a degree of hospitality little known there till his taking the government.

† ‡ ‖ ¶ These numbers were estimated to the 24th March; but they materially fluctuated in the course of this year. On the 1st of October, 1801, there were under arms 250,000 men of all descriptions; of these, 123,343 were reduced before December, 1802. The Cavalry amounted, in 1801, to 25,000, of which number 10,493 were reduced. The Militia of Great Britain and Ireland were discharged to the amount of 71,000 men. The Fencible regiments were disbanded to the number of 20,679 men. The Invalids, to the number of 5172 men, were reduced; the Foreign Corps were reduced *to the number* of 8945 men. And all other descriptions of men dismissed amounted to 7025.

§ *Subsequently* reduced to 16,317, and, exclusive of Recruiting troops and companies in Great *Britain, amounting to* 752.

their officers* in the most barbarous manner, and many other Whites who fell into their hands. The Governor, the Hon. Cochrane Johnstone (who was also Colonel of this regiment), immediately mustered the troops in the island and embarked for St. Rupert's, the station of the mutineers. On the arrival of his small force, the insurgents were discovered on their parade, in order of battle, and with some of their officers, whom they had spared, in front. They had manned the different batteries which commanded the approach to the fort and had loaded the cannon with grape-shot. On being summoned to surrender, they refused to ground their arms; when they were fired upon immediately, which they returned briskly; after a few discharges, however, they gave way and fled in every direction, leaving 100 dead on the spot. The dispositions which were made to prevent their retreat were, however, so effectual, that the whole were captured: nearly fifty died of their wounds, and 350 remained prisoners; of these the ringleaders were executed. 68th Foot and Island Militia, &c. engaged.—11. The Natives, in force about 300, attacked with the utmost fury the Government fort, Sierra Leone, just after morning gun had fired. They succeeded in forcing open a gate, after having shot the sentinel, and in fixing their flag on the eastern rampart. They were, however, charged and forced to retreat with severe loss.—12. The Secretary-at-War brought a Bill into Parliament to amend and consolidate the Militia Laws.

May 4. The Secretary-at-War brought a Bill into Parliament to enable his Majesty to avail himself of the offers of certain Yeomanry and Volunteer Corps to continue their services.—13. Peace finally settled between Great Britain, France, Spain, and Holland, and all our conquests, excepting the Islands of Trinidad and Ceylon, surrendered. Malta restored to the Knights of Jerusalem.—15. The Island of Marcou delivered up.—17. Junior Department of the Royal Military College opened at Marlow, Bucks.—29. The Corps of Marines, for their very meritorious services during the war, first styled "Royal Marines," by order of the King.

July 7. Martinique delivered up to the French.—10. The Swedish Island of St. Bartholomew delivered up to the British.—31. The Volunteer Battalions of the Indian Army returned from Egypt. This little band of warriors, after enduring,† with a degree of patience and discipline worthy the character of the British soldier, the march from the shores of the Red Sea, across the arid and burning desert of the Thebaid, arrived about this time at the different Presidencies, and were received with the most distinguished honours. The Governor-General not only ordered them (with their gallant leader, Major-Gen. Baird,‡) to be publicly thanked for their great and meritorious services, but was farther pleased to order honorary medals to be conferred on all the Native commissioned and non-commissioned officers, troopers, and Sepoys, who were employed in Egypt.

December 24. Mutiny § of the Garrison of Gibraltar.

OBITUARY, 1802.

February 21. Gen. Charles O'Hara, Governor of Gibraltar, and Colonel of the 74th Foot.

April 15. Gen. James Adeane, Colonel of the 45th Foot.

July 12. Lieut.-Gen. William Spry, Royal Engineers.

August 13. Gen. Sir Robert Sloper, K.B. Governor of Duncannon Fort, and Colonel of the 4th Dragoons.

Gen. Edward Maxwell Brown, Colonel of the 67th Foot. Major-Gen. Joseph Eyre, Invalid Artillery. Major-Gen. John Stewart Royal Artillery.

* Capt. Cameron, Lieut. M'Kay, and Ensign Wastneys. The mutineers having stripped the latter officer, fastened him to a tree, pricked him with their bayonets, and mutilated him in a dreadful manner, retarding that death which would have been a boon as terminating his sufferings.

† See note, page 514.

‡ In the force, under Major-Gen. Baird, the following British regiments were included: 8th Light Dragoons; 6th, 10th, 61st, 80th, 86th, and 88th regiments of Foot.

§ It was immediately quelled by the Governor, the Duke of Kent, and the garrison restored to the most perfect order. A pique between the 25th Foot and the Royal Scots, (occasioned by the former corps not having assisted the mutineers on the 24th,) produced a tumult on the 26th, but this was speedily terminated by the good conduct of the officers of the 25th regiment. The mutiny itself was but the affair of a moment. The suppression of a principal part of the wine-houses, although by that measure he very materially decreased his revenue as Governor, had created the Duke of Kent enemies among the disaffected; and these persons were encouraged in expressing their dissatisfaction by some officers, who, preferring a laxity of discipline, manifested a disposition to act contrary to the code of General Orders issued by H. R. Highness; and as these Orders have frequently been the subject of comment, we shall here, in justice to the Duke, record the opinion of the late Gen. Fawcett thereon: "No officer," observed the General, "in Gibraltar, or any other place, who makes the exact and regular performance of all the duties incident to that situation, the primary object of his attention, which he certainly ought to do, can set up any just and well-founded objections against it. The pains that the Duke of Kent must necessarily have taken in composing so useful and complete a work does him infinite honour. It was, moreover, much wanted, as garrison duty, for want of a more general practice of it in our service, is but very imperfectly understood or attended to amongst us. The Duke of Kent's most meritorious labours therefore, for the benefit and instruction of the army at large, in this important branch of his Majesty's service, call for its most grateful and sincere acknowledgments." Misrepresentations of the disturbances and of the General Orders were sent to this country, and the Duke was recalled, on the ground that "it was desirable the different departments of Government at home should have the advantage of some personal communication upon the recent events at Gibraltar"

PRIZE MONEY.

PRIZES ADVERTISED FOR PAYMENT IN THE LONDON GAZETTES, AS REPORTED TO THE TREASURER OF THE NAVY, DOWN TO THE 20TH OF MARCH, 1830.

War of 1793.

CORMORANT, for Le Tartar, (Head Money), capt. 27th Dec. 1798.—Pay. 5th Feb. 1830.—Agts. Cooke and Halford, 41, Norfolk-street, Strand.

DILIGENCE, for Le Brutus, (Head Money), capt. 27th Dec. 1797.—Pay. 30th March, 1830.—Agts. Cooke and Halford, 41, Norfolk-street, Strand.

MAGICIENNE, for Le Brutus, (Head Money), capt. 27th Dec. 1797.—Pay. 30th March, 1830.—Agts. Cooke and Halford, 41, Norfolk-street, Strand.

REGULUS, for Le Brutus, (Head Money), capt. 27th Dec. 1797.—Pay. 30th March, 1830.—Agts. Cooke and Halford, 41, Norfolk-street, Strand.

War of 1803.

AMAZON, for La Cornelie, (Head Money), capt. 7th Nov. 1808.—Pay. 5th Feb. 1830.—Agts. Cooke and Halford, 41, Norfolk-street, Strand.

ATHOLL, for George and James, Seizure, capt. 30th July, 1825.—Pay. 23d March, 1830.—Agt. J. P. Muspratt, 9, New Broad-street.

CAMELION, for Three Piratical Vessels, capt. 4th, 5th, and 21st Feb. 1827; and Two Piratical Misticos, (Bounty Money), capt. 24th June, 1827.—Pay. 25th Feb. 1830.—Agts. T. Stilwell and Sons, 22, Arundel-street, Strand.

FORTH, for Regent, (Head Money), capt. 19th Sept. 1814.—Pay. 30th March, 1830.—Agts. Cooke and Halford, 41, Norfolk street, Strand.

NETLEY, for San Benite, (Head Money), capt. 4th Oct. 1805.—Pay. 3d Feb. 1830.—Agts. W. and E. Chard, 3, Clifford's-inn.

OSPREY, for Le Tison, (Head Money), capt. 17th May, 1805.—Pay. 13th Jan. 1830.—Agt. J. Woodhead, 1, James-street, Adelphi.

PLUMPER, for Fanny, (Bounty on Slaves), capt. 19th March, 1828.—Pay. 27th Jan. 1830.—Agts. Evans and Eyton, 7, Northumberland-street, Strand.

PIKE, for Seizure, capt. 13th April, 1829.—Pay. 12th Feb. 1830.—Agt. T. Triphook, Cove of Cork, Ireland.

SCOUT, for Determinada, alias Francisco Solano, (Head Money), capt. 21st May, 1807.—Pay. 22d Feb. 1830.—Agt. J. Woodhead, 1, James-street, Adelphi.

TYNE, for Zaragozana, (final), capt. 31st March, 1823.—Pay. 23d March, 1830.—Agt. J. P. Muspratt, 9, New Broad-street.

THRACIAN, for Zaragozana, (final), capt. 31st March, 1823.—Pay. 23d March, 1830.—Agt. J. P. Muspratt, 9, New Broad-street.

VICTOR, for Les Amis Reunis, (Head Money), capt. 7th May, 1805.—Pay. 6th Jan. 1830.—Agt. J. Chippendale, 10, John-street, Adelphi.

VICTORY, and SNIPE, her Tender, for Seizures, capt. 24th and 28th July, 1829.—Pay. 15th March, 1830.—Agt. John Brenton, Portsmouth.

PRIZES ADJUDICATED IN THE HIGH COURT OF ADMIRALTY, AS REPORTED TO THE TREASURER OF THE NAVY, DOWN TO THE 20TH OF MARCH, 1830.

ACASTA, for Porcupine, capt. 17th June, 1813.—Cond. 4th Nov. 1829.—Pronounced to have been a Vessel of War, and 76 men on board.

ALBICORE, for Nantaise, capt. 5th Oct. 1797.—Cond. 20th Nov. 1829.—Pronounced to have been a Vessel of War, and 56 men on board.

ACTIVE, for Madonna d'Idra, capt. April, 1807.—Cond. 28th Nov. 1829.—Proceeds of Ship and Cargo.

BREAM, for Wasp, capt. 10th June, 1813.—Cond. 4th Nov. 1829.—Proc. Vessel of War, and 33 men.

CURLEW, for Paragon, capt. 13th Aug. 1813.—Cond. 4th Nov. 1829.—Proc. Vessel of War, and 16 men.

DRAKE, Sloop, for La Favorite, capt. 25th 1798.—Cond. 4th Nov. 1829.—Proc. Vessel of War, and 41 men.

NYMPHE, for Paragon, capt. 13th Aug. 1813.—Cond. 4th Nov. 1829.—Proc. Vessel of War, and 16 men.

VALIANTE, for Porcupine, capt. 17th June, 1813.—Cond. 4th. Nov. 1829.—Proc. Vessel of War, and 76 men.

WASP, for Porcupine, capt. 17th June, 1813.—Cond. 4th Nov. 1829.—Proc. Vessel of War, and 76 men.

GAZETTES.

MILITARY PROMOTIONS, &c.

FROM MARCH 26 TO APRIL 28.

WAR-OFFICE, March 29.

LONDON GAZETTE, MARCH 30.

Memoranda.—The half-pay of Ens. Thomas M'Bean, 84th Ft. has been cancelled from Feb. 25, 1830, inclusive, upon his receiving a commuted allowance for his commission.

The half-pay of Cornet John Mahon, Royal Waggon Train, has been cancelled from March 25, 1830, inclusive, upon his receiving a commuted allowance for his commission.

The half-pay of the undermentioned officers has been cancelled from the 30th instant, inclusive, upon their receiving a commuted allowance for their commissions:—Ass.-Surg. John Stewart, h. p. 12th Ft.; Ens. Henry Lytton Bulwer, h. p. unatt.

FRIDAY, APRIL 23.

North Somerset Regiment of Yeomanr Cavalry.—Lord Edward Thynne, to be Lieut.-Colonel; Robert Austin Langworthy, Gent. to be Cornet.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Dec. 12th 1829. At Madras, the Lady of his Excellency Lieut.-Gen. Sir George Townshend Walker, G.C.B. Governor of that Presidency, of a daughter.

March 25th, 1830. At Chatham, the Lady of Lieut.-Col. Pasley, Royal Engineers, of a son.

March 25th. At Plymouth, the Lady of Capt. Polkinghorne, R. N. of a daughter.

At the Isle of Zante, the Lady of Capt. Galloway, of a son.

March 27th. At Bandon, the Lady of Lieut.-Colonel St. John Augustus Clerke, of a daughter.

In Dublin, the Lady of Capt. Stoyte, 24th Regiment, of a daughter.

At Glasgow, the Lady of Lieut. Dickson, 67th Regiment, of a son, still born.

March 30th. At Thankerton Cottage, Lanarkshire, the Lady of Capt. Colin Campbell, R. N. of a daughter.

March 30th. The Lady of Lieut. John Upton Tripp, R. N. of a son.

In Limerick, the Lady of Capt. Coxen, 60th Rifles, of a daughter.

At Saltash, the Lady of Capt. Sanders, R. N. of a son.

At Mount Elford, the Lady of Capt. Curtis, R. N. of a son.

At the Elms, Worcester, the Lady of Capt. Maling, R. N. of a daughter.

At Dartmouth, the Lady of Lieut. Thomas Stirling, R. N. of a daughter.

At Portsea, the Lady of Capt. Mends, R. M. of a son.

March 31st. The Lady of Lieut. G. T. Maitland Purvis, R. N. of his Majesty's Ship Winchester, of a daughter.

April 1st. The Lady of Lieut. William Clark, R. N. of a son.

At East Looe, the Lady of Capt. Soady, R. N. of a son.

April 10th. At Mylor, the Lady of Capt. Sullivan, R. N. of a daughter.

April 10th. At Shawfield, near Glasgow, the Lady of Major Middleton, 42d Regiment Royal Highlanders, of a son.

April 16th. At Castletown, Beerhaven, the Lady of Lieut. Alleyn Evanson, R. N. of a son.

In Clarges-street, London, the Lady of Lieut.-Colonel Freemantle, of a son, still born.

At Presteigne, the Lady of Capt. Litchfield, R. A. of a daughter.

April 23rd. Near Killarney, the Lady of Capt. H. D. Curtayne, 3rd Buffs, of a son.

April 25th. The Lady of Lieut. John Green, R. N. of a daughter.

MARRIED.

Oct. 18th, 1829. At Sidney, Major Archibald Clunes Innes, late of the 3rd Regiment or Buffs, to Margaret, daughter of Alexander Macleay, Esq. Colonial Secretary, New South Wales.

March 16th, 1830. At Edinburgh, Lieut. W. P. Beryly, 92nd Highlanders, to Amelia Elizabeth, only daughter of Thomas Dallas, Esq. of that city.

March 25th. At Amport, Capt. S. H. Widdrington, 53rd Regiment, eldest son of Lieut.-General Widdrington, to Fanny Caroline, daughter of the late Thomas Strickland, Esq.

March 29th. At Brighton, Capt. Stanhope, R. N. only son of the late Hon. General Fitzroy Stanhope, to Elizabeth Rosamond, eldest daughter of James Ward, Esq. of Willey-place, Surrey, and of Regency-square, Brighton.

March 30th. At Bath, Lieut.-Col. B. J. Smith, eldest son of the late Major-Gen. John Smith, to Priscilla Elizabeth Newport, widow of the late Lieut.-Col. G. S. Newport, and sister to Sir Bellingham Graham, Bart.

March 30th. At Donnybrook Church, Major O'Kelly, of the 11th Regiment, to Julia, only daughter of Capt. Foss, of Merrion.

At Barnes, T. Crofton Croker, Esq. of the Admiralty, to Marianne, only daughter of Francis Nicholson, Esq. of London.

In Limerick, Lieut. Alfred Trevelyan, 32nd Regiment, son of Sir John Trevelyan, Bart. of Wallington, in Northumberland, to Margaret Matilda, eldest daughter of John Boyse, Esq. of Limerick.

April 2d. At Booterstown Church, Cork, Capt. Hanwell, R. A. son of Vice-Admiral Joseph Hanwell, to Juliana Sophia Iles, only daughter of the late James Iles, Esq. Sovereign of Armagh.

April 6th. At Birr, Ensign William Wybrow, 56th Regiment, to Dora Amelia, youngest daughter of the late Colonel Borough, 26th Regiment, and niece to Sir Richard Borough, Bart.

April 12th. At Buttevant, Ensign John Francis Bouchette, 68th Regiment, to Mary Francis, only child of Major Baines, 86th Regiment.

April 13th. In Edinburgh, Capt. Monilaws, R. N. to Miss Nivison, only daughter of the late Rev. Mr. Nivison, of Middlebie.

April 17th. Major G. A. Rigby, of the H. E. I. Company's Service, to Emily Ann, daughter of Mr. T. Andrews, of Soho Square, London.

April 19th. At St. George's Church, Hanover-square, London, Capt. the Right Hon. Lord Henry Frederick Thynne, R.N. the second son of the Marquis of Bath, to Harriet, daughter of Alexander Baring, Esq. M.P.

April 20th. At Trindsbury, near Rochester, Lieut. Newton, R. N. to Penelope, only daughter of D. Day, Esq. of Shorne.

DEATHS.

COLONELS.

March 14th. In London, Duncan, East India Company's Service.

Madan, h. p. Independents.

Dec. 25th, 1829. At Montreal, Upper Canada, Lieut.-Colonel Figg, Royal Engineers.

CAPTAINS.

Aug. 9th. At Dinapore, Bengal, Lintott, 13th Ft.

Sept. 9th. At Inverness, Chisholm, h. p. 12th Foot.

Nov. 17th. Douglas, late 3d Royal Veteran Battalion Sierra Leone (as Barrack-Master).

Shaw, h. p. 5th West India Regiment.

Jan. 30th, 1830. Duke, h. p. Unatt.

Feb. 14th. At Hanover, Gesenius, h. p. Royal Artillery, German Legion.

LIEUTENANTS.

Sept. 2nd, 1829. On the Ganges, below Cawnpore, Vallancey, 31st Foot.

Nov. 3d. At Harburgh, De Ilten, h. p. 1st Hussars German Legion.

Jan. 4th, 1830. At Brunswick, Ritterholm, h. p. Brunswick Infantry.

Jan. 22d. At Edinburgh, Gordon, h. p. 92d Foot.

Edwards, h. p. 5th Garrison Battalion 22d Foot.

Feb. 22d. M'Intosh, late 9th Royal Veteran Battalion.

Spence, h. p. 5th Dragoon Guards.

March 4th. J. Smith, h. p. 45th Foot.

Hannaghar, h. p. 47th Foot.

SECOND-LIEUTENANT AND ENSIGNS.

Jan. 13th. At Kingston, Upper Canada, Cromie, Royal Engineers.

Feb. 10th. At Sea, Robeson, Royal African Corps.

March 13th. Sloane, late 10th Royal Veteran Battalion.

March 1st. Downing, h. p. Deputy Inspector of Hospitals.

Jan. 10th. At Nieuburg, Hanover, Surgeon Gunther, h. p. 4th Line German Legion.

July 1st, 1829. At Hobart's Town, Van Dieman's Land, Assistant-Surgeon Coleman, 40th Foot.

Oct. 7th. 1829. At Tavoy, Capt. Richard Caswell Cuxton, of the 19th Regiment of Native Infantry.

Nov. 25th. At Colombo, Lieut. William Moore, Royal Staff Corps, and Deputy Assistant Quarter-Master General.

Nov. 25th. At St. Thomas's Mount, Madras, Capt. William Bainbridge, of the 23rd Native Infantry.

Nov. 29th. Major John Philip Napier, of the Battalion of Native Invalids.

In Nov. last. At Hobart's Town, Van Dieman's Land, Major Boyle Octavius Loane, 1st Ceylon Regiment.

Dec. 2d. Aged 18, Francis Edward Saintsbury, Midshipman of his Majesty's brig Clinker. Having assisted in the capture of a Spanish vessel, carrying nearly 400 Slaves, and subsequently taken the command of her to Sierra Leone for adjudication, he fell another victim to the pestilence of that settlement: "by which event," to use the words of his Commander, "the service has been deprived of a highly promising young officer."

Jan. 30th, 1830. At the Island of Ascension, in command of the Black Joke, Lieut. Edward Bedford Pim. This gallant and distinguished officer was twenty-two years in his Majesty's service, during which period he was in eleven engagements, was twice wounded, and had his leg fractured; he was once knocked overboard by a blow from a handspike, while leading on a party to board a Portugnese slave-ship; was taken up as a spy, and confined three days in a dungeon, with the almost hourly threat of being hanged; was once much injured in saving the Champlain Establishment from fire; and by jumping overboard, at several times, had the good fortune to save the lives of one lieutenant, two seamen, and one marine.

At the Cape of Good Hope, on his way from the Mauritius, Capt. H. Broderick, 29th Regiment.

Feb. 10th. At the Island of Ascension, Capt. *Griffinhoofe*, R. N. of H. M. S. Primrose.

Feb. 14th. At Rio de Janeiro, Lieut. James Henderson, First Lieutenant of the Warspite.

Feb. 17th. At Parkview, County Dublin, William Barwick, aged 8 years, only son of William Barwick, Esq. h. p. 45th Regiment.

March 6th. At Jamaica, Capt. and Paymaster Heazle, of the 33d Regiment.

March 14th. On board his Majesty's Ship Blonde, in the port of Constantinople, Matthew Capponi, Esq. Surgeon of that ship.

March 17th. At Avranches, in Normandy, Lieut. Edward Preston, R.N. second son of Rear-Admiral Preston.

March 21st. At Richmond, John Garland Harford, Esq. late Surgeon of the 41st Foot.

March 21st. Lieut. George Leslie, R.N.

At Stonehouse, Lieut. R. Mann, R.N.

At Haverfordwest, Lieut. Edward Davies, R.N.

March 27th. At Aberdeen, Patrick Blaikie, M.D. Surgeon R.N.

At Cheltenham, Lieut.-Colonel Thomas Greentree, of the East India Company's Service.

At Teignmouth, aged 95, Commander Peter Tait, R.N. His first commission bears date 27th Oct. 1757.

March 28th. At the Old Priory, Frapton, Henry Lee, Esq. late Lieutenant-Colonel of the Royal Marines, aged 72 years.

April 1st. Capt. Heslop, late of the 60th Rifles.

Lieut. Robert Aitcheson, one of the Lieutenants of Greenwich Hospital.

At Lewisham, Gen. Gother Mann, Colonel-Commandant of the Royal Engineers and Inspector-General of Fortifications. General Gother Mann was appointed Practitioner Engineer and Ensign in the Royal Engineers, the 27th February, 1763; Sub-Engineer and Lieutenant the 1st of April, 1771; Engineer Extraordinary and Captain-Lieutenant, the 2d of March, 1777; Lieutenant-Colonel the 5th December, 1793; Colonel in the army, the 26th January, 1797, and in the Engineers the 18th of August following; Major-General 25th September, 1803; Colonel Commandant of the Royal Engineers 13th July, 1805; Lieutenant-General, 25th July, 1810; subsequently Inspector-General of Fortifications; and General, the 19th July, 1821.

April 6th. At Cheltenham, Lieut.-Colonel James Smith, of the H. E. I. Company's Bombay Establishment.

April 6th. Suddenly, at Plymouth, Lieut. John Bardin Collins, R. N. (1799)

April 7th. At Woolwich, Capt. Edward Barlow, R. A. aged 41 years.

At Fareham, Lieut.-Colonel Philip John Stanhope, h. p. 56th Regiment, eldest son of the late Rear-Admiral John Stanhope.

April 9th. At Upper Wimpole street, London, Gen. Sir Hew Whiteford Dalrymple, Bart. of High Mark, Wigton, in his 80th year. He entered the army, as an Ensign in the 31st Foot, in 1763; was promoted to Lieutenant in 1766, to Captain, in the Royals, 14th July, 1768; to Major, in the 77th, in December 1777; to Lieutenant-Colonel, in the 68th, 21st September, 1781; to Colonel in the Army, 18th November, 1790, and exchanged into the 1st regiment of Foot Guards. He served the campaign of 1793, in the Grenadier battalion, and was present at the battle of Famars, the siege

of Valenciennes, in the action at the investment of Dunkirk, and in every affair at which the battalion was employed during that eventful campaign. In 1794, he received the rank of Major-General; in 1795, he was placed on the Staff of the Northern District; in 1796, he was appointed Lieutenant-Governor of Guernsey; and in 1801, he became a Lieutenant-General in the army. He resigned his Lieutenant-Government in 1802, and was placed on the Staff in the command of the Northern District, whence he was removed, in 1806, to the Staff of Gibraltar. The 7th of August, 1808, he was ordered to take the command of the army in Portugal, in consequence of which he sailed from Gibraltar; arrived on the 22d, and joined the army in time to become responsible for the treaty by which the French army evacuated that country, which was in all its essential provisions recommended by his predecessor in command, Sir Arthur Wellesley, who alone possessed the information necessary to appreciate the value of the measure. From the terms in which Sir Hew Dalrymple's appointment to this command were couched, there seemed reason to conclude that it was in its nature temporary, and that it was intended that he should afterwards resume his command at Gibraltar, but which did not take place. A moment's attention is necessary to the very peculiar situation in which Sir Hew was placed by the futile and contradictory arrangements of the expedition of 1808, to Portugal. He took the command of an army which he had never before seen, landed in a country with which he was unacquainted, and was
on a system of operations on which he had never been consulted. The delicacy of his situation was described by himself, in terms peculiarly appropriate, when he stated "that all the responsibility was vested in him, and all the direction in others. One General commenced the expedition, another concluded it, and a third directed the consequences that were to flow from it." At the close of the proceedings upon the inquiry which took place relative to the Armistice and Conventions in Portugal, the following questions were put to each Member of the Board. "Do you or do you not approve of the Armistice, as concluded on the 22d of August, 1808, in the relative situations of the two armies?" Disapprove—Earl of Moira. Approve—Lieut.-Gen. Nicolls, Lieut.-Gen. Sir G. Nugent, Earl of Pembroke, Lord Heathfield, Gen. Craig, Gen. Sir David Dundas. "Do you or do you not approve of the Convention, as concluded upon the 31st of August, 1808, in the relative situation of the two armies?" Disapprove—Lieut.-Gen. Nicolls, Earl of Pembroke, Earl of Moira. Approve—Lieut.-Gen. Sir George Nugent, Gen. Lord Heathfield, Gen. Craig, Gen. Sir David Dundas. In 1811, Sir Hew was appointed Colonel of the 57th Foot; in 1812, promoted to General; in 1814, created a Baronet, (having previously, in 1779, received the honour of Knighthood), and in 1818, appointed Governor of Blackness Castle. He was also a Member of the Consolidated Board of General Officers. Sir Hew was collaterally related to the Earl of Stair, and, in 1785, married Frances, youngest daughter and co-heir of Gen. Francis Leighton, and by her ladyship, who died in 1823, he has left issue, the surviving son, Lieut.-Col. Sir Adolphus John Dalrymple, born 1784; married 1812, Ann, only daughter of the late Sir James Graham, Bart. of Netherby, and sister of the Hon. and patriotic Member for Cumberland. Sir Adolphus represents the burghs of Haddington, Jedburgh, &c. in Parliament, and was formerly Member for the borough of Appleby. The gallant General's eldest daughter, Miss Charlotte Elizabeth Dalrymple, was married in 1816, to Capt. John Chambers White, of the Royal Navy, and his other surviving daughter, Francis Mary, was married in 1811, to Lieut.-Col. Edward Fanshawe, of the Royal Engineers.

April 10th. At Bradninch, Rear-Admiral Thomas Pearse, aged 71 years.

April 11th. At Plymouth, Major Thomas Hale, late of the 25th Light Dragoons.

April 15th. At Marlow, Vice-Admiral Sir James Nicoll Morris, K.C.B. The late Vice-Admiral entered early into his Majesty's naval service, and passed most deservedly through all the minor gradations of the service; in the war of 1793, he commanded the Boston frigate, 32, on the American station, and paid off the Phaeton, 38, at the conclusion of that war, in 1802, after most zealous and persevering service. At the beginning of the late war, he obtained the command of the Colossus, 74, and in this ship, he highly distinguished himself at the battle of Trafalgar. Some time after he commanded the Vigo, 74, on the Baltic station. On his return to England, he held the Formidable, 98, till promoted to Rear-Admiral, in 1811, previously to which, we believe, he held the rank of Colonel of Marines, and on the 2d Jan. 1815, received the honour of Knight Commander of the Bath. He was a brave, experienced seaman, a rigid disciplinarian, and his strict sense of honour and impartiality in the discharge of all his duties, made him deservedly and universally beloved, esteemed, and respected. He was promoted to the rank of Vice-Admiral of the Red, on the 12th Aug. 1819.

April 17th. At Haslar Hospital, Dr. Anderson Angus, Surgeon, R.N.

April 23d. At Glasgow, Capt. A. Campbell, of the 83d Regiment.

April 24th. Mr. F. P. Bentley, late Master of H. M. S. Wellesley.

Lieut.-Gen. Charles N. Cookson, whose death appears in our last month's obituary, was appointed a Gentleman Cadet in the Royal Artillery, the 2d March, 1772; Second Lieutenant the 25th December, 1777; and First Lieutenant the 3d of December, 1779. From 1783 to 1785, he served under Gen. Elliot at Gibraltar. In the latter year he embarked for Jamaica, and remained there and at St. Domingo, till his promotion to the rank of Major, the 12th of September, 1803. The 24th March, 1791, he obtained the rank of Captain-Lieutenant; that of Captain, the 31st of October, 1794; and the 20th February, 1804, he was appointed Lieutenant-Colonel in the Royal Artillery; and Colonel the 20th June, 1809. He received the rank of Major-General the 1st of January, 1812, and of Lieutenant-General the 27th of May, 1825. He died at his seat, Kenton Lodge, Devon, on the 18th March, aged 68.

METEOROLOGICAL REGISTER,

KEPT AT THE OBSERVATORY OF CAPT. W. H. SMYTH, AT BEDFORD.

MAR. 1830.	Six's Thermometer.		At 3 P. M.			Pluvia-meter Inches.	Evapora-tor Inches.	Winds at 3 P.M.
	Maxim. Degrees.	Minim. Degrees.	Barom. Inches.	Thermo. Degrees.	Hygrom. Parts.			
☽ 1	51·3	46·6	30·30	48·7	756	·004	·080	S.W. light airs & calms, foggy.
♂ 2	49·2	47·6	30·33	49·2	778	·005	·080	S.S.W. light airs, cloudy.
☿ 3	49·3	46·9	30·38	48·7	776	....	·040	S.W. light airs, much calm.
♃ 4	53·5	41·6	30·10	46·8	370	....	·080	S.W. fresh breezes, fine day.
♀ 5	50·9	38·7	30·02	49·6	500	....	·100	S.S.W. blowing fresh.
♄ 6	47·0	45·7	30·05	45·7	557	....	·020	N.E. light breeze, fine day.
☉ 7	47·0	33·6	30·03	46·2	563	....	·050	S.S.W. light breeze.
☽ 8	47·2	38·0	29·99	45·0	572	....	·070	S.W. light and variable.
♂ 9	44·6	42·8	29·62	43·9	700	....	·080	S.S.W. light breeze, cloudy.
☿ 10	51·4	44·0	29·70	56·5	565	·056	·080	W. by S. fresh breeze.
♃ 11	50·0	46·8	29·80	50·0	693	....	·100	W. to S.W. fresh breeze.
♀ 12	53·0	48·3	29·91	53·0	527	....	·150	W.S.W. a gale, flying clds.
♄ 13	51·2	47·0	30·26	50·3	536	....	·150	S.W. a moderate gale.
☉ 14	49·5	40·0	29·92	49·2	568	....	·200	S.S.W. a gale, cloudy.
☽ 15	50·0	44·0	29·43	47·8	616	....	·150	S.S.W. a gale, cloudy.
♂ 16	50·5	40·8	29·75	48·9	606	....	·150	S.W. a fresh gale.
☿ 17	50·8	41·3	29·94	50·2	635	....	·150	S.S.W. blowing fresh.
♃ 18	51·3	41·0	30·13	50·4	648	....	·150	S.W. blowing fresh, & squally.
♀ 19	50·8	45·7	30·15	50·8	620	....	·200	W.S.W. stiff gale, & cloudy.
♄ 20	51·3	45·3	30·20	51·3	610	....	·150	S.S.W. fresh breeze, changes.
☉ 21	51·7	46·6	30·33	51·7	580	·165	·150	S.W. fresh breeze, moderating.
☽ 22	50·7	45·4	30·27	50·3	585	....	·120	S.W. stiff breeze all day.
♂ 23	52·3	45·3	30·19	52·3	592	....	·150	S.S.W. a gale, threatening.
☿ 24	52·7	45·2	30·25	52·6	613	....	·200	W.S.W. blowing hard, clouds.
♃ 25	55·5	45·0	30·30	55·5	629	....	·200	W.S.W. light breeze, fine.
♀ 26	63·8	50·0	30·54	59·0	320	....	·200	N.W. light breezes.
♄ 27	65·0	55·0	30·51	63·0	270	....	·230	W. light airs and calms, fine.
☉ 28	64·0	52·8	30·40	64·0	305	....	·200	N.N.E. light and calms.
☽ 29	64·1	52·5	30·23	64·1	332	....	·150	E.N.E. light airs and calm.
♂ 30	64·2	52·4	30·05	64·2	370	....	·150	E. by N. light airs, clear sky.
☿ 31	61·3	51·5	29·87	57·2	423	....	·100	N.W. to N.E. squally.

NEW ZEALAND, IN 1829.

FROM THE JOURNAL OF AN OFFICER OF THE BRIG HAWES, DESCRIBING THE CAPTURE OF THAT VESSEL BY THE NATIVES, AND THE CRUELTIES EXERCISED TOWARDS HER CREW;—WITH SOME ACCOUNT OF THE COUNTRY.

On the 17th Nov. 1828, I sailed from Sydney as second officer in the Brig Hawes of 110 tons, and fourteen men, commanded by Capt. John James, having also a gang of twelve sealers, whom we were instructed to land either on the Antipodes or the Bounty Islands.

Having landed ten on the former and two on the latter islands, we made sail for New Zealand on a trading voyage. We arrived at the Bay of Islands in December, and after wooding and watering, sailed for the East Cape, distant about five hundred miles. On our arrival, a great number of the natives came off in large canoes, and through the medium of our interpreter, an Englishman, taken on board at the Bay of Islands, we unsuccessfully endeavoured to induce them to barter. Eager as these people always are for the possession of any thing European, we regarded their disinclination to trade as an extraordinary circumstance; but the mystery was soon unravelled, by our interpreter informing us that they were singing their war-song, and preparing for an immediate attack on the vessel.

We instantly flew to arms, removed the caps and aprons from our cannon, and determined on a vigorous resistance; but the savages, whose success depends on surprising their victims, fled with the greatest precipitation as soon as they perceived we were aware of their intentions. Disappointed at this place in the object of our voyage, we weighed anchor, and sailed along the coast, until we entered the Bay of Plenty, where the natives are very numerous and warlike, having a strong propensity for theft, and of a most treacherous disposition. Our Captain permitted a few of the principal chiefs to come on board, treating them with much attention, hoping by a conciliatory disposition to induce them to trade with us. This plan succeeded very well, for in the course of two days as much flax was obtained as we required.

The utmost vigilance was observed during this period, as the natives made several attempts to seize the ship, but our continued watchfulness, and the timely notice given by our interpreter, frustrated their intentions. We returned to the Bay of Islands to re-stow our hold, and make room for the quantity of pork required for our provisions, and after coopering the casks, sailed to a place called Towronga, at the head of the Bay of Plenty, several miles from our recent trading ground, and under the government of a chief, who, we were informed, was of a more friendly disposition. Towronga is a very good harbour for small ships, with three fathoms at low water. The country is hilly, and much diversified with woods, not of any great extent, but so numerous and so delightfully dispersed, as to present the appearance of a park, arranged by a tasteful hand. The hills in the distance are covered with verdure, and through every valley runs a beautiful stream, sometimes meandering in graceful silence, and at others rush-

the boat, I requested the interpreter to undertake this commission. He felt no inclination either to walk such a journey, or trust himself with the natives he might meet on the road; and for the same reasons the man with me belonging to the ship, refused to attempt the hazardous task. I, therefore, determined on the journey myself, and engaging a chief to conduct me, set out early on the following morning.

I found the country very mountainous, intersected with numerous rivers, which greatly increased the length of our way, as we were frequently compelled to traverse their banks for several miles before they were fordable. On the sides of these streams, flax is grown in great abundance, and many small patches are under cultivation, producing cabbages, potatoes, parsnips, carrots, and a small sort of turnip. They also grow water-melons and peaches, and I met with a few orange-trees, which have been introduced with success. The principal trees are the Kaikaterre and the Cowry, which grow to an immense height without a branch, and are of such magnitude, as to be fit for the masts of large ships. The Kaikaterre is found in marshy grounds and on the banks of rivers; it appears to be an evergreen, and bears a red berry. The Cowry, which is much preferred, grows on a high and dry soil, has a beautiful foliage, and yields abundance of resin. A great part of our road lay along the sand, which I found extremely heavy to walk on; and after a fatiguing journey of two days and nights, cautiously avoiding the natives on our way, we at length reached the ship, when I gave my conductor a couple of tomahawks and a small portion of powder, with which he seemed much satisfied. On acquainting the Captain that provisions were to be obtained at the place I had visited, he immediately weighed anchor, and bore away for Walkeetanna, where we arrived the next night, to the seeming joy of the inhabitants, who came off in large canoes, with a plentiful supply of hogs, which we purchased of them, without bringing the ship to an anchor. The chief, Enararo, came on board, and welcomed us with much apparent cordiality; the same feeling seeming to actuate his people, who, in obedience to the orders of their chief, kept at a distance from the vessel, which he would not allow them to board. After stowing our decks with live-stock as thickly as was convenient, and the wind freshening at the south-east, we bore away again for Towronga Harbour, where we killed and salted our pigs, but not finding our quantity complete, we sailed again for Walkeetanna, where we arrived on Sunday, March 1st, 1829. The weather being very fine, we anchored between the Island of Maltora and the main; and we had not brought up ten minutes before the natives came off in great numbers as before, from whom we obtained twenty more hogs, which were all we required.

On Monday, March 2d, about six A.M. the boat was sent on shore with the chief officer, and eight hands, including the interpreter, for the purpose of killing and cleaning the pigs with all expedition, at a boiling spring on the beach, a short distance from the vessel. At one P.M. we hailed them to come on board to dinner, but not hearing us, the Captain left me in charge of the vessel with three hands, little imagining the treacherous intentions of the natives. At the time of his departure, Enararo was on board, with about ten or twelve natives alongside. I noticed them several times in earnest conversation about the "Kibbookee," or ship, and suspecting some treachery, I desired

the steward, who was an Otaheitan, to hand up the cutlasses, keeping a strict watch on the chief, whom I saw cock his piece, and put it under his "Kakahoo," or upper garment. His men at this signal sprang on the main chains, each having a musket, which they had secreted in their canoes. At this critical juncture we had no pistols on deck, and I was well aware if but one of us went below for them, they would inevitably take advantage of his absence by commencing their attack. As our muskets had been placed in the fore-top, not only for security, but as a precautionary measure in the event of an attack, I ordered one of the men to go up into the fore-top and shoot the chief. They each positively refused, not being so convinced as I was of the designs of the savages; therefore, seeing not a moment was to be lost, I went up myself, giving strict orders to keep a sharp look-out, to which they unfortunately paid but little attention, telling me I was meditating the life of an innocent man. As I was going up the fore rigging, they were joking with each other with great indifference, regardless of the motions of the natives; but as soon as the chief saw me in the fore-top unlashing the muskets, he fired at one of our men, who was playing with his cutlass, at three paces from him, and shot him through the head; then with his "mearee," a short stone club with a sharp edge, he split his skull. At this signal the whole number jumped on board, and in a moment the two poor fellows remaining were laid low; they then fired a volley at me, at first without effect, but while I was in the act of priming a musket, the chief, Enararo, sent a bullet through my right arm, above the elbow, which shivered the bone. On seeing me fall, they immediately, with the most hideous howlings, commenced their war-dance. They then began the plunder of the ship, and although I was lying in the fore-top in extreme agony, I could plainly perceive that in the height of their depredations, they paid but little attention to the authority of their chiefs, retaining their acquisitions with such tenacity, that several, on refusing to relinquish them, were speared through the body, and died on the spot. They speedily filled the canoes alongside. The chief now ordered one of the natives to fetch me, but being unable to do it himself, he called for assistance, when I was dragged down, and placed in a canoe. The sun having set, and the day closing fast, they rowed towards the harbour with all possible expedition, as its entrance by night is extremely dangerous; however, we gained it without accident, although our way led us through a tremendous surf. Some of the canoes more heavily laden, and containing the greater part of the arms and ammunition, were swamped, the natives saving their lives with much difficulty, with the loss of their canoes and booty.

Considering the horrible circumstances in which I was placed, ignorant of the fate of the captain and boat's crew, who I expected were also cut off, believing myself the only survivor of our ill-fated number, in the hands of cannibals, who I doubted not were reserving me for more cruel tortures, and at last to be made the victim of their appalling gluttony for human flesh, it might be expected that I should regard with apathy the loss of the canoes; but such was not the case, for, notwithstanding my extreme agony of body and mind, I beheld their destruction with exultation, considering it an act of retributive justice. On arriving at the settlement, the women surrounded us,

singing and dancing, and, with every demonstration of extravagant joy, welcomed the return of their heroic lords, who in their estimation had achieved a most valiant deed. After landing their plunder, they conveyed me to a place where they had kindled several large fires, around which they collected; the glare of the flames displaying with encreased effect, the horror of their distorted countenances. I observed them in eager consultation, and knew sufficient of their language to be fully aware that I was the subject of their deliberation. I considered my fate inevitable, but although many violently contended for my sacrifice, Almighty God had mercifully ordered otherwise. I was indebted for my preservation at that moment to the chief, who had been my conductor to the ship, who earnestly interceded for me, and at length succeeded in obtaining my respite, making a promise that if I was not ransomed by a certain period he would himself kill me, at the same time remarking that a musket would be of much more importance to them than the taking of my life, in which they at length acquiesced.

He then took me to his hut at the Pah, where on ruminating on the occurrences of this eventful day, I offered my grateful thanksgivings to the Almighty for my miraculous preservation, imploring his protection and merciful deliverance.

For the first two nights I could not even close my eyes; the terrors of the circumstances I have detailed and the encreasing agonies of my arm totally precluding the possibility of sleep, and my groans so disturbed the chief that he put me out of his hut, and I took refuge in a shed hard by. During this period no one had offered any assistance to alleviate my pain. I at length found a piece of pump-leather which I placed round my shattered limb after the manner of a splint, and tearing my stocking for a bandage, the chief bound it around the wound. This I was obliged frequently to remove, when I went to the river, accompanied by a native, and washed my arm in the best manner I was able. I found a bullet had passed completely through the bone, and was assured some slugs remained in the wound, which it was impossible for me to remove. On the second morning of my captivity I was taken to that side of the Pah which faces the harbour, and my attention was directed to a schooner sailing into the bay. On approaching the wreck of our unfortunate vessel, which by this time was nearly dismantled, I observed the natives abandon her in great haste, and she was shortly after taken possession of by the schooner, who proceeded to tow her out of the bay. In the most urgent manner I entreated to be taken on board, but all my assurances of ransom and indemnity were unavailing; my sensations may be better conceived than described on my witnessing the departure of the vessels, from whence only I could expect the chance of a ransom. I now endeavoured to resign myself to the fate which seemed inevitably to await me, although the natural love of life, and a reflection on my past preservation, sometimes produced a gleam of hope that I should still escape. On the third day after my capture an incident occurred not in any way calculated to diminish the distress of my harrowed feelings. A native brought me the head of one of my unfortunate shipmates. It was the Otaheitan steward's, which they had preserved by a method peculiar to them-

selves, and elaborately tattooed. Many such are in their possession, as they form an article of their trade; and I shuddered at the reflection that my own would probably ere long be added to their number.

On the fourth morning I was greatly alarmed by seeing all the natives of the settlement flock around me; and anxiously enquired the reason. They told me the people of Towronga, a neighbouring tribe, were coming to attack them with numbers far exceeding their own; and the report evidently produced great consternation among them.

Shortly after, Enararo made his appearance with the captain's sextant, which he gave me, desiring me to look at the sun, and inform him truly if the Towronga people would come down on them. To refuse would have been fatal, and equally so an untrue prophecy; but judging from the well-ascertained disposition of the natives of this island, that the report of the plunder of our vessel would awaken the cupidity of some neighbouring tribe, I obeyed his command, and, after taking an observation, desired a book, which I appeared to consult. I told him the Towronga people would come against him with hostile intentions. He enquired "When?" With much agitation, and scarcely knowing what I said, I replied, "To-morrow." He seemed much satisfied with me, and prepared for a vigorous defence. They built a clay bank, about four feet high, on the side of the river at the foot of their Pah, where they mounted our carronades and swivels, and in conscious security awaited with impatience the dawn of the following day. At day-break I heard a general discharge of musketry, and in a few minutes Enararo came running to my hut, informing me of the attack of the Towronga people, as I had predicted; and having now a high opinion of my gift in prophecy, he implored me to tell him if the defence of his settlement would be successful. I told him "Yes," which greatly animated the spirits of himself and people, amongst whom my last prediction spread with avidity. By this time the enemy were on the opposite side of the river, and had commenced a brisk fire, which was well returned by the assailed. A native conducted me to the back of the settlement, where they imagined I should be out of danger, my preservation appearing now an object of their solicitude. Shortly after this I heard the report of one of our cannon, when a song of joy was raised by the defenders, for the discharge of this gun had produced such consternation amongst the enemy that they took to their heels with great precipitation, the attack having lasted about an hour. After this repulse, Enararo, accompanied by several chiefs, came to me, and were extravagant in my praise, saying I was an "Atua," (a God). After the battle, several of the wounded assailants were taken prisoners, whose heads were immediately cut off. The bodies were then embowelled, and cooked, and from the avidity displayed by both sexes at this horrible repast, to which I was a painful witness, I am persuaded they prefer human flesh to any other food. As the manner of preserving heads so effectually as to prevent decay and preserve the features for many years must be a subject of curiosity, perhaps it may not be amiss here to describe it. After the head has been separated from the body and the whole of the interior extracted, it is enveloped in leaves, and placed in an oven made of heated stones, deposited in a hole in the ground, and covered

over with turf. The heat is very moderate, and the head is gradually steamed until all the moisture, which is frequently wiped away, is extracted; after which it is exposed to the air until perfectly dry. In some of these heads, the features, hair, and teeth are as perfect as in life, and years elapse before they show any symptoms of decay.

The practice of preserving heads is universal among the New Zealanders. They bring them as trophies from their wars, and in the event of peace restore them to their families, this interchange being necessary to their reconciliation. They now frequently barter them with Europeans for a little gunpowder. The inhabitants I observed to be generally tall, well made, and active; of a brown colour, with black hair, which sometimes is curling, and their teeth are white and regular. They are divided into two classes, viz. "Rungateedas" or chiefs, and their relations of different degrees of consanguinity; and "Cookées" or slaves, who are nearly black, much shorter, and appear a different race of people.

The features of a New Zealander before they are tattooed, are pleasing, and many remarkably handsome. When a young man arrives at the age of twenty, he must submit to the painful operation of tattooing, or be considered unmanly.

They generally bear it with the greatest fortitude, and it is performed in the following manner. The person performing the operation takes the head of the subject into his lap, on whose face the peculiar lines of his tribe are first marked out.

A small chissel, made of the bone of a fish, is used to cut these lines through the skin just entering the flesh, when a preparation of charcoal is washed into the incisions. The inflammation which is invariably produced by this operation is so great, that but a small portion can be done at a time, so that it is many months before the man is completely tattooed. The same operation is performed on the women, but in a much less degree. The men's clothing consists of a mat made of a fine silky flax curiously woven by the women, which is thrown over their shoulders; and a similar mat is fastened round their waist by a girdle. They have also another mat, worn in bad weather, which completely covers them. Before going to war they paint their bodies with oil and red ochre; oiling their hair, which they form into a bunch at the top of their heads, decorated with the feathers of the albatross. The ears of both sexes are pierced in their infancy; the perforation is gradually increased in size by the introduction of a stick, and is considered more ornamental as it becomes larger. The superior classes suspend the tooth of a scarce fish, which distinction is so tenaciously observed, that a Cookée is not on any account permitted to wear it. They wear also round the neck a grotesque image carved in green talc, which they seem to prize very highly, and is preserved in a family for many generations. The dress of the females is precisely the same as the men, and they are generally very modest in their deportment. In complexion they are as fair as Italians, are handsome and well made. They are subjected to great brutality from their husbands, which they bear with extraordinary meekness and patience. They are faithful and affectionate wives, and regard their children with the greatest fondness.

An appalling practice however prevails among them, that of destroying their female infants should they exceed the number of their male children. This is done by the mother herself at the birth of the child, and is effected by pressing her finger on the opening of the skull: still there are some mothers who regard this revolting custom with becoming abhorrence. Plurality of wives among the chiefs is universal; but there is a decided distinction between the head wife and the others. The union with the head wife is a union of policy, being the daughter of a chief; and the offspring of this union take precedence of the children of the other wives, whose situation to the head wife is nearly that of domestics. At the death of a chief it is frequently the custom for the head wife to hang herself, which is considered an act of the most sacred character.

Nothing particularly interesting occurred to myself until the 9th of March, when to my inexpressible joy I was informed of my ransom; but before detailing the circumstances which produced my liberation, I must return to the Captain and boat's crew, who were on shore at the time the ship was captured.

On reaching the shore, the first object the Captain observed, was a native running away with the knives of our people; and on joining the crew he was informed that the natives had made off with all the hatchets and knives.

He gave orders to launch the boat immediately, when they discovered that the oars had also been stolen, and a native was seen on the top of a high rock with them in his possession. Our people pursued him with speed and determination, which so terrified him that he threw down the oars and made off. On their return to the boat the natives kept up a brisk fire on them from behind the rocks, happily without effect. After they had left the shore, the catastrophe on board the brig was soon discovered, but seeing her in the possession of the armed natives, and themselves without weapons, it was useless to attempt her re-capture; they therefore stood out to sea, steering for the north-west, and after rowing hard all that day and the following night, they fortunately fell in with the schooner New Zealander, Capt. Clarke, from Sydney. Our people were received on board, and on hearing the fate of the brig, Capt. Clarke determined to re-take her, which he effected in the manner already described. On boarding her they were shocked with the appalling spectacle of fragments of human flesh scattered about the decks, with the remains of a fire, from which they concluded their shipmates had been all massacred and devoured by the cannibals. They sailed for Towronga, where they were informed that I was alive, and detained a prisoner at Walkeetanna. The Captain dispatched two chiefs overland with muskets for my ransom, which they happily effected on the morning of the 9th March; and I immediately set out with them on their return amidst expressions of esteem and regret at my departure. This journey overland I have before described, but owing to my weak and exhausted state, it was now more tedious and painful. The hills covered with fern I now found extremely difficult to traverse, and on account of the heavy dews which fall every evening it was impossible to rest upon them.

My conductors procured me intervals of repose, by making holes in

and example, acting through the medium of superstition, and the spirit of wild chivalry.

Their endurance of pain is indeed wonderful. It is impossible to force a groan from an Indian warrior, or to stay the torrent of reproaches which he pours on his tormentors: nor is the courage and resolution of the Indian merely passive, it takes quite as often an active and effective shape. It is true, in their wars they expose themselves as little as possible, deeming that victory the most precious which is purchased with the least blood and fewest sacrifices to themselves. Their greatest pride is to surprise and destroy; but when they are under a necessity of fighting, when the only path to victory is by open and manly exposure, they behave like lions, and the sight of their blood serves only to inspire them with strength and courage. The present President of the United States declared, that Mackintosh, a Creek, who was made a major-general by that Government, was the bravest man he had ever seen. The battle of Tippicanoe, and that in which Tecumseh fell, fighting with almost superhuman bravery, may be adduced as proofs of a courage *seeking* opportunities of achieving glory.

A fact is related by an early French missionary, named Bigot, which places their courage in a very strong light. He was living among the Abenaquis, and had accompanied a war party in an expedition against New England. Perceiving in their retreat that they were pursued by a great body of the people of that territory, he did all he could to cause them to make more haste, but to no purpose; all the answer he received was, they did not fear such people as those. The Whites at length appeared, and were at least twenty to one. The Indians, without being at all intimidated, first placed the Father in safety, and afterwards went to wait for the enemy in a field, in which there were only the trunks of some trees. The combat lasted almost the whole day; the Abenaquis lost not a man, and put their enemies to flight, after having covered the field with dead bodies.

But this instance of chivalric valour must yield precedence to one I am about to relate. The Chickasaws had invaded the lands of the Quapaws, but instead of standing their ground, were retreating, in consequence, as they alleged, of a want of ammunition. The latter, understanding the occasion, were determined to obviate the excuse, whether real or pretended, and desired the Chickasaws to land on an adjoining sand-beach of the Mississippi, giving them the unexpected promise of supplying them with powder for the contest. The chief of the Quapaws then ordered all his men to empty their powder-horns into a blanket, after which he divided the whole with a spoon, and gave the half to the Chickasaws. They then proceeded to the combat, which terminated in the killing of ten Chickasaws, and the taking of five prisoners, with the death of a single Quapaw. This was worthy of Cœur de Lion.

This wild spirit of chivalry has sometimes precipitated them into actions which deserve ridicule. There was among the Yanktons, some years ago, an association of the most active and brave young men, who were bound to each other by attachment, secured by a vow, never to retreat before any danger, or give way to their enemies. In war, contrary to the Indian custom, they went forward without sheltering themselves behind trees, or aiding their natural valour by any artifice.

This punctilious determination not to be turned from their course, upon one occasion, became ridiculous. The tribe were crossing the Missouri on the ice; a hole lay immediately in their course, which might easily have been avoided by going round; this the foremost of the band disdained to do, but went straight-forward, and was lost; the others would have followed his example, but were forcibly prevented by the rest of the tribe. Soon after, in a battle with the Kite Indians of the Black Mountains, eighteen of the twenty-two of which the band consisted were killed, and the remaining four were dragged from the field by their companions.

Instances of individual courage and daring are quite as common, and are equally well attested as those I am about to relate.

Piskaret, a young warrior of the Andirondacks, set out for the country of the Five Nations, or Iroquois, about the time the snow began to melt. He took the precaution to put the hinder part of his snow-shoes forward, that if any should light upon his footsteps, they might think he was gone the contrary way. For farther security, he went along the ridges and high grounds, where the snow was melted, that his track might be often lost. When he came near one of the villages of the enemy, he hid himself till night, and then, while every body was fast asleep, he entered a cabin, killed the whole family, and carried their scalps to his lurking-place. The next day the people of the village searched for the murderer in vain. The following night he murdered all he found in another cabin. The inhabitants next day searched likewise in vain for the murderer, but the third night a watch was kept in every house. Piskaret, in the night, bundled up the scalps he had taken the two former nights, to carry home as a proof of his victory, and then stole privately from house to house, till at last he found an Indian, who was watching in one of the houses, and nodding at his post. This man he knocked on the head, but as this alarmed the rest, he was forced immediately to fly. He was, however, under no great concern from the pursuit, being more swift of foot than any Indian then living. He let his pursuers come near him from time to time, and then he would dart from them; this he did with design to tire them out. As it began to grow dark, he hid himself, and his pursuers stopped to rest; they not being apprehensive of any danger from a single man, soon fell asleep, and the bold Piskaret observing this, knocked them all on the head, and carried away their scalps with the rest.

An Upsaroka, or Crow, war party, who were hovering about the principal village of the Rickarees, waiting an opportunity to strike a blow, observed a boy entirely alone, and at a distance from any succour; having a boy about the same age and size, they permitted him to attack the Rickaree boy singly; the assailant was successful, and brought off the scalp of the enemy.

The following anecdote shows the coolness with which they face danger. It relates to one of the ambassadors sent by the Konsas to the Ottoes to demand peace. They had run the gauntlet as usual, and were quietly seated in the council-cabin, when a squaw, whose husband had been recently killed by the Konsas, rushed into the lodge, with the intention of seeking vengeance, by killing one of the ambassadors on the spot. She stood suddenly before Heroshche, the principal, and

seemed a very demon of fury. She caught his eye, and at the instant, with all her strength, she aimed a blow at his breast with a large knife, which was firmly grasped in her right hand, and which she seemed confident of sheathing in his heart. At that truly hopeless moment, the countenance of the warrior remained unchanged, and even exhibited no emotion whatever: and when the knife approached its destination with the swiftness of lightning, his eyes stood firm, nor were its lids seen to quiver; so far from recoiling, or raising his arm to avert the blow, he even rather protruded his breast to meet that death which seemed inevitable, and which was only averted by the sudden interposition of the arm of one of her nation, that received the weapon to its very bone.

The Indian *Braves* now frequently resort to the duel for the settlement of disputes and differences, and many anecdotes are told of this kind of encounters. A captain in the United States army having in some pecuniary transaction insulted Wangewaha, the principal chief of the Ioways, the latter demanded personal satisfaction on the spot, agreeably to the custom of the Whites, challenging his opponent to single combat with pistols, or with such other weapons as he might choose. The challenged party refused. The same chief some time after quarrelled with a trader near the mouth of the Platte, and challenged him immediately to single combat with any weapons he might choose, either agreeably to the manner of the Whites, or to the usual Indian mode of either combatant availing himself of opportunity or stratagem. The trader refused. Pugilism they despise, (it would be worth while to see the contempt they would evince for an exhibition at the Fives-Court,) regarding it (as it really is) entirely beneath the dignity of even an ordinary man. Whenever, therefore, a serious quarrel happens between two Indians, a resort is had at once to mortal weapons, and the death of one or both almost invariably takes place. An instance of this occurred a few years ago among the Ottoes, which had a most tragical termination. The nephew of the Brave, a distinguished warrior of that nation, had insulted, by some improper liberties, the wife of Hashea, or the Cutnose, whilst the latter was absent on a war excursion. On his return, being informed of the indignity offered his wife, he sought the offender, knocked him down with his war club, and beat him with great and merited severity. The Brave was summoned by his friends, and seeing the bruised condition of his relative, vowed revenge. He provided a large sharp-pointed knife, and throwing his bison robe over his arm, by way of shield, he sallied out, and passed twice through the village, uttering occasionally, with a loud voice, a challenge to Hashea to come forth, and decide their old quarrel by means of the knife. Hashea feared no man, and would have presented himself before his old enemy, but was prevented by some friends who were with him in the lodge; these, however, he contrived to elude, and swiftly sought the Brave. Throwing down his blanket, he exclaimed, "You and I cannot live in the same nation; the time has arrived when one of us must die." They then closed in fight. The Brave had much the advantage: he was a large man, and his person was effectually protected by his robe, which received the thrusts of his adversary's knife, whilst at every blow the weapon of the Brave was sheathed in the body of Hashea. The latter was soon des-

patched, but as he staggered backwards under the grasp of death, he aimed a final blow at his antagonist, and had the gratification to see his blade enter his neck, and pass far downward, at which he uttered a shout of exultation and died. The Brave's wound was mortal, and he died before the vengeance of the friends of his fallen foe had been exercised upon him. It may be remarked, in passing, that this encounter seems to have been the original of that between Mahtoree and his foe Hard Heart, in Mr. Cooper's beautiful novel of the Prairie. It may easily be recognised amidst all the amplifications and embellishments of that talented author.

When they proceed in bodies, nothing can exceed the valour displayed in the onset; their attacks in such cases are usually made just before daybreak, when they think men sleep soundest. Throughout the whole of the preceding night they will lie flat on their faces without stirring, and make their approaches in the same posture, creeping on their hands and feet till they are within bow-shot of those they have destined to destruction. On a signal given by the chief warrior, to which the whole body makes answer by the most hideous yell, they all start up, and discharging their arrows in the same instant, without giving their adversaries time to recover from the confusion into which they are thrown, pour in upon them with their war-clubs or tomahawks.

When they succeed in their silent approaches, and are able to force a camp, a scene of horror that baffles description ensues. The savage fierceness of the conquerors, and the desperation of the conquered, who well know what they have to expect, should they fall alive into the hands of the assailants, occasion the most extraordinary exertions on both sides. The figure of the Indian combatants, all besmeared with black and red paint, and covered with the blood of the slain, their horrid yells and ungovernable fury, are not to be conceived by those who have never seen their warfare. The scenes which ensued upon the defeat of Braddock, and upon the destruction of the American army at the River Raisin, were horrid beyond description, but they yield the dreadful pre-eminence to that which occurred at the massacre at Fort William Henry, in 1757. I have thought that a short account of it may not be uninteresting.

"Gen. Webb, who commanded the English army in North America, which was then encamped at Fort Edward, having received intelligence that the French troops, under the Marquis de Montcalm, were making some movements towards Fort William Henry, detached a corps of about fifteen hundred men, consisting of English and Provincials, to strengthen the garrison. The apprehensions of the English General were not without foundation, for on the day after the arrival of this detachment at the place of their destination, they saw Lake George, (at first called Lake Sacrament, to which it was contiguous,) covered with an immense number of boats; and in a few hours they found their lines attacked by the French General, who had just landed with eleven thousand Regulars and Canadians, and two thousand Indians. Colonel Munro, a brave officer, who commanded in the fort, had no more than two thousand three hundred men with him, including the detachment sent from Fort Edward. With these he made a

most gallant defence, and probably would have been able at last to preserve the fort, had he been properly supported, and permitted to continue his efforts. On every summons to surrender sent by the French General, who offered the most honourable terms, the truly British answer was made, 'that he yet found himself in a condition to repel the most vigorous attacks his besiegers were able to make, and if he thought his present force insufficient, he could soon be supplied with a greater number from the adjacent army.'

"But the Colonel having acquainted Gen. Webb with his situation, and desired he would send him some fresh troops, received for answer, that it was not in the power of the general to assist him, and therefore gave him orders to surrender up the fort on the best terms he could procure. This packet fell into the hands of the French general, who immediately sent a flag-of-truce, desiring a conference with the governor. They accordingly met, attended only by a small guard, in the centre between the lines; when the French general told the Colonel that he was come in person to demand possession of the fort, as it belonged to the King, his master, the Colonel replied that he knew not how that could be, nor should he surrender it up whilst it was in his power to defend it. The French general rejoined, at the same time delivering the packet into the Colonel's hand, "By this authority do I make the requisition." The brave governor being convinced that such were the orders of the commander-in-chief, and not to be disobeyed, hung his head in silence, and reluctantly entered into a negotiation. In consideration of the gallant defence the garrison had made, they were to be permitted to march out with all the honours of war, to be allowed covered waggons to transplant their baggage to Fort Edward, and a guard to protect them from the fury of the savages.

"The morning after the capitulation was signed, as soon as the day broke, the whole garrison, now consisting of about two thousand men, besides women and children, were drawn up within the lines, and on the point of marching off, when great numbers of the Indians gathered about, and began to plunder. We were at first in hopes that this was their only view, and suffered them to proceed without opposition. Indeed it was not in our power to make any, had we been so inclined; for though we were permitted to carry off our arms, we were not allowed a single round of ammunition. In these hopes, however, we were disappointed; for presently some of them began to attack the sick and wounded, when such as were not able to crawl into the ranks, notwithstanding they endeavoured to avert the fury of their enemies by their shrieks and groans, were soon despatched.

"Here we were fully in expectation that the disturbance would have concluded, and our little army began to move; but in a short time we saw the front division driven back, and discovered that we were entirely encirled by the savages. We expected every moment that the guard, which the French, by the articles of capitulation, had agreed to allow us, would have arrived, and put an end to our apprehensions, but none appeared. The Indians now began to strip every one without exception of their arms and clothing, and those who made the least resistance felt the weight of their tomahawks. I happened to be in the rear division, but it was not long before I shared in part the fate of my companions. Three or four of the savages laid hold of me, and whilst

some held their weapons over my head, the others soon disrobed me of my waistcoat, hat, and buckles, omitting not to take from me what money I had in my pocket. As this was transacted close by the passage that led from the lines on to the plain, near which a French sentinel was posted, I ran to him, and claimed his protection; but he only called me an English dog, and thrust me with violence back again into the midst of the Indians.

"I now endeavoured to join a body of our troops that were crowded together at some distance; but innumerable were the blows that were made at me with the different weapons as I passed on; luckily, however, the savages were so close together that they could not strike at me without endangering each other; notwithstanding which one of them found means to make a thrust at me with a spear, which grazed my side, and from another I received a wound with the same kind of weapon in my ankle. At length I gained the spot where my countrymen stood, and forced myself into the midst of them; but before I got thus far out of the hands of the Indians, the collar and wristbands of my shirt were all that remained of it, and my flesh was scratched and torn in many places by their savage gripes.

"By this time the war-whoop was given, and the Indians began to murder those that were nearest to them without distinction. It is not in the power of words to give any tolerable idea of the horrid scene that now ensued; men, women, and children were despatched in the most wanton and cruel manner, and immediately scalped. It was said that the Indians were seen drinking the blood of their victims as it flowed warm from the fatal wound.

"We now perceived, though too late to avail us, that we were to expect no relief from the French; and that contrary to the agreement they had so lately signed to allow us a sufficient force to protect us from these dreadful injuries, they tacitly permitted them; for I could plainly perceive the French officers walking about at some distance discoursing together with apparent unconcern. For the honour of human nature I should hope that this flagrant breach of every sacred law, proceeded rather from the savage disposition of the Indians, which it is sometimes difficult to control, and which might now unexpectedly have arrived to a pitch not easily to be restrained, than to any premeditated design in the French commander. An unprejudiced observer would, however, be apt to conclude, that a body of ten thousand *Christian* troops had it in their power to prevent the massacre from becoming so general. But whatever was the cause from which it arose, the consequences of it were dreadful, and not to be paralleled in modern history,

"As the circle in which I stood enclosed was by this time much thinned, and death seemed to be approaching with hasty strides, it was proposed by some of the most resolute to make one vigorous effort, and endeavour to force our way through the savages, the only possible method of preserving our lives that now remained. This, however desperate, was resolved on, and about twenty of us sprang at once into the midst of them. In a moment we were all separated; and what was the fate of my companions I could not learn till some months after, when I found that only six or seven of them effected their design. Intent only on my own hazardous situation, I endeavoured to make my

the professions made by the artful Indian, granted Pontiac's request, and fixed on the next morning for their reception.

"On the evening of that day, an Indian woman, who had been employed by Major Gladwyn to make him a pair of mocassins, or Indian shoes, out of curious Elk-skin, brought them home. The Major was so pleased with them, that intending these as a present to a friend, he ordered her to take the remainder back, and make it into others for himself. He then directed his servant to pay her for those she had finished, and dismissed her. The woman went to the door that led to the street, but no farther; loitering there as if she had not finished the business on which she came. A servant at length observed her, and asked her why she stayed there; she gave him, however, no answer. Some short time after, the Governor himself saw her, and enquired of his servant what occasioned her stay. Not being able to obtain a satisfactory answer, he ordered the woman to be called in. When she came into his presence, he desired to know what was the reason of her loitering about, and not hastening home before the gates were shut, that she might complete in due time the work he had given her to do. She told him, after much hesitation, that as he had always behaved with great goodness towards her, she was unwilling to take away the remainder of the skin, because he put so great a value upon it, and yet she had not been able to prevail upon herself to tell him so. He demanded why she was more reluctant to do so now, than she had been when she had taken away the skin to make the former pair; with increased reluctance she answered that she should never be able to bring them back. His curiosity being now excited, he insisted on her disclosing to him the secret that seemed to be struggling in her bosom for utterance. At last, on receiving a promise that the intelligence she was about to give him, should not turn to her prejudice, and that if it appeared to be beneficial, she should be rewarded for it, (this last condition destroys the romance of the thing,) she informed him that at the council to be held with the Indians the following day, Pontiac and his chiefs intended to murder him, and after having massacred the garrison and inhabitants, to plunder the town: that for this purpose, all the chiefs who were to be admitted into the council-room, had cut their guns short, so that they could conceal them under their blankets, with which, at a signal given by their chief, on delivering the belt, they were all to rise up, and instantly to fire on him and his attendants. Having effected this, they were immediately to rush into the town, where they would find themselves supported by a great number of their warriors, who were to come into the town during the sitting of the council under pretence of trading, but privately armed in the same manner. Having gained from the woman every necessary particular relative to the plot, and also of the means by which she had acquired a knowledge of them, he dismissed her, with injunctions of secrecy, and a promise of fulfilling on his part with punctuality the engagements he had entered into.

"The intelligence communicated by the Indian woman gave the Governor great uneasiness, and he immediately consulted the officer who was next him in command on the subject. That gentleman considering the information as a story invented for some artful purpose, advised him to pay no attention to it. This opinion and advice happily had no weight with him. He thought it prudent to conclude it to be

true, till he was convinced it was not so; and, therefore, without revealing his suspicions to any other person, he took every needful precaution that the time would admit of. He walked round the fort during the whole night, and saw himself that every sentinel was on duty, and every weapon of defence in proper order.

"As he traversed the ramparts which lay nearest to the Indian camp, he heard them in high festivity; they little imagined that their plot was discovered, and were carousing, full of the pleasing anticipations of success. As soon as the morning dawned, he ordered all the garrison under arms, and then imparting his apprehensions to a few of the principal officers, gave them such directions as he thought necessary. At the same time, he sent round to all the traders to inform them, that as it was expected a great number of the Indians would enter the town that day, who might be inclined to plunder, he desired they would have their arms ready, that they might be prepared to repel every attempt of the kind.

"About ten o'clock Pontiac and his chiefs entered the town, and were immediately conducted to the council-chamber, where the Governor and principal officers, with pistols in their belts, awaited his arrival. As the Indians passed on, they could not help observing that a greater number of troops than usual were drawn up on the parade or marching about the wider streets. No sooner were they entered, and seated on the skins prepared for them, than Pontiac asked the Governor why his young men, meaning the soldiers, were thus drawn up and parading the streets. He received for answer that it was only intended to keep them perfect in their exercise. The Indian warrior-chief then began his speech, which contained the strongest professions of friendship and goodwill towards the English; and when he came to the delivery of the belt of wampum, the particular mode of doing which, according to the woman's information, was to be the signal for his chiefs to fire; the Governor and all the officers present, drew their swords half-way out of their scabbards, and the soldiers at the same instant made a clattering before the doors, which had purposely been left open. Pontiac, though one of the boldest of men, turned pale, not from fear probably, but surprise, and instead of giving the belt in the manner he had proposed, delivered it after the usual manner. His chiefs, who had impatiently expected the signal, looked at each other with astonishment, but continued quiet, waiting the result. The Governor now commenced a speech in reply to that of Pontiac, but instead of thanking the warrior, in the usual manner, for the professions of friendship he had just uttered, he accused him of the deep treachery he was preparing to put in practice. He told him that the English, who knew every thing, were convinced of his treachery and villanous designs, and as a proof that they were well acquainted with his most secret thoughts and intentions, he stepped towards the Indian chief that sat nearest him, and drawing aside his blanket, discovered the shortened firelock. This discovery completely frustrated their design. They afterwards, however, attacked the town, which, notwithstanding a most gallant defence, was only saved from total destruction by the timely arrival of the Gladwyn schooner, with a reinforcement and the necessary supplies."

COLLOQUIES WITH FOLARD.

NO. III.

Hiatus valde deflendus!

"* * * * * * * * But these things, after all, concern only ourselves, and the pronoun of the first person, whether singular or plural, is but an odious part of speech:

'Non ragioniam di lor, ma guarda e passa.'

Proceed we, Chevalier, to higher matters. In our last colloquy, you proposed, for the next subject of discussion, the national characteristics of the various troops who served, during the first half of the sixteenth century, in the Italian school of warfare, as well as the peculiarities of the tactical system which was formed and illustrated in their campaigns. In redeeming your pledge, the SWISS, the GERMAN, the FRENCH, the SPANISH, and the ITALIAN levies, will each in their turn naturally pass under your review."

"The order in which you have ranged them is conveniently chosen for our purpose, and marks the succession in which they respectively rose to a greater or less pre-eminence on their common theatre of action. And first, of the SWITZERS; who, 'in their pride of place,' fresh and fierce from their recent victories over the Burgundian heavy *gens-d'armerie* of that madman Charles the Bold, figured earliest of all the regular European infantry on the Italian stage. They formed the nerve of the first invading army, in the long contest which commenced with the passage of the Alps by our Charles VIII.; and at that epoch,—their native prowess inflamed by the proud experience of superiority,—they held no enterprise beyond their achievement, and no enemy capable of resisting them. Of this gallant but too presumptuous confidence, there are abundant examples in the early Milanese campaigns; and more than one on which, for their contemptuous depreciation of their opponents' valour, they freely paid the penalty of their own lavish blood."

"The mountaineers, Chevalier, seem scarcely to rank in your estimation as highly as the deserts of their sturdy heroism and impenetrable array might fairly challenge."

"Pardon me, not so: I share your utmost admiration at the lofty disdain of danger, the calm intrepidity in action, the constancy unto the death, that union, in a word, of magnanimous qualities, which—infused as an individual and personal spirit through their ranks—left it possible only to destroy, but not to penetrate their phalanx. All these gallant points of soldiership were questionless their own: yet it is, I think, easy to discern, from the records of every campaign, that there were inseparably blended with the martial virtues of the mountaineers in that age, some characteristics which were totally incompatible with the operations of disciplined warfare. Unlike the legions of Rome in the best days of the republic, they carried the turbulent spirit of the democracy into the camp: they can never be said to have recognised the authority of the general under whom they served; and even the native captains of their own bands were destitute of all command or authority to resist the caprice of their insubordination. The

only extant law of their military code,—which is preserved to us by the report of Macchiavelli, and enhances our esteem of their unflinching fortitude,—was founded rather on the principle of a Spartan valour than a Roman obedience. The inflexible rule of their national service inflicted the punishment of that death which was far less dreaded than its ignominy, on the pikeman who, by stepping aside to avoid the range of artillery, should make an opening in the ranks, and disorder or endanger the close array of the phalanx: yet no law coerced a republican soldiery, who marched only whither their good pleasure led them, who advanced or retired at no other command than their own wayward wills, and who would accept or refuse the offer of battle under no other dictation than that of their own daring bravery or sullen discontent. To no penal code of discipline could the sovereigns who employed them appeal, to chastise the insolence of these mercenary levies. They openly threatened violence or doggedly refused obedience, mutinied or disbanded, or marched off to their mountains, as often as they failed to receive their pay to the hour,—or were disappointed in their hopes of plunder,—or through disgust to a service, arrogantly chose, in the absence of real, to invent some imaginary grievance. As for the captains of their own bands, the soldiery always rather compelled them to march at their head, than condescended to render them even the show of obedience. In fine, for the character of the Swiss troops, on the article of that discipline of which obedience to lawful command is the very foundation and corner-stone, turn you but to the pages of Guicciardini, who for aught that may be discovered through his writings, was on this point at least an impartial judge, and has rendered a free tribute of eulogy to the gallant spirit of the mountaineers. For, after extolling their natural courage and the firmness of their array, he contrasts the true glory which their heroism should have won for their country, with the rapacity, the intolerable insolence, and the mutinous licence by which the conduct of their mercenary levies in the field was disgraced, and their national character corrupted: '*assuefattisi per la cupidità del guadagno a essere negli eserciti con taglie ingorde, e con nuove dimande quasi intollerabili, e oltre a questo nel conversare, e nell' obbedire a chi gli paga, molti fastidiosi e contumaci.*'"

"The fidelity of this picture is exemplified in the history of every campaign in the Milanese, and its truth cannot of course be denied. But it proves nothing against the excellence of the Swiss troops in the hour of combat; and, for the rest, your German and Spanish bands were as prone to mutiny as the mountaineers."

"*They* at least never mutinied as long as they were fairly and regularly paid; while your Switzers were as ungovernable in their insolent caprices as insatiable in their extortions. With regard to their excellence in action, on the valour and invincible firmness, whether in assault or retreat, which won their renown, there can be no question: though even these qualities in the sequel shared the corruption of their pristine simplicity of morals;—as witness the fight of Pavia. But there really seems no reason to conclude that the Swiss bands were ever distinguished by skill in tactical evolutions. Macchiavelli, indeed, attributes to their infantry, several varieties of array and orders of battle, and in one place implies their imitation of the ancients.

But besides that it is not, in itself, probable that the study of the classical tacticians should have occurred to a rude and unlettered people, we know that they had already been taught by the natural circumstances of their position to adopt their manner of combating at an epoch much anterior to the revival of learning. Their captains were usually the simple magistrates of their cantons, as brave but as ignorant as the peasantry whom they led. Nor, in fact, is there any evidence of the slightest approach to tactical science in the details of their most famous battles; in which, as I before observed, they seem to have dreamt of no other expedient than equally to advance and retire on a right line, and in one or more heavy masses. Instead of ascribing to them, therefore, any study of the science of tactics, it may with more probability be concluded that they upon principle disdained the ordinary ingenuities and stratagems of warfare.

"Thus, when besieged in Novara by the French army, in the year 1513, they ostentatiously threw open the gate of the city opposite to the beleaguer of the enemy; neither would they suffer the tremendous breach which the French artillery had made in the walls to be intrenched; and in this singular spirit of magnanimous daring, they rather invited, than sought to obstruct, the furious assault which they coolly repelled. This was followed by a resolution, than which, says Guicciardini, a prouder or a more valorous was never formed by their nation. The garrison being relieved by one body of their countrymen, and learning that a fresh host was also advancing to their succour, their only fears were lest their enemy should escape them, or that these new auxiliaries, by sharing a victory, should rob them of part of its honour; and they determined to march out and attack the French, who had retired two miles from the walls, before the arrival of their own friends. Accordingly, to the number of ten thousand only, without cavalry or artillery, and against an enemy of more than double their force, they boldly issued in three masses from the place; and marched right upon the hostile array. Then, alike regardless of its fire, which swept off many of their leaders, and whole sections of their deep array, impenetrable to the charge of the French *gens-d'armerie*, and triumphant over the obstinate resistance of the lanzknechts, they seized the guns, put the chivalry to a disgraceful flight, and routed the German infantry with merciless slaughter. Their conduct in the attack of the French at Marignano, two years later, and of the Imperialists at Bicocca in the year 1522, though the results, on both occasions, were less fortunate, was precisely similar: in all these encounters their display of courage and steadiness was admirable, but in none can we discover any sign or pretension of strategical skill.

"Of their deficiency in this respect, there can be no surer proof than the fact—and I know not that it has ever been noticed before—that not a single soldier of renown sprang from their ranks; while the heroism of the French chivalry was united with the genius of a great captain in a De la Tremouille, a Bayard, and still more conspicuously in a Gaston de Foix,—while the lanzknechts of Germany were formed by a De la Marck and a Frundsberg,—while the talents of their native leaders, Gonsalvo, Navarra, Carvajal, Alarçon, De Leyva, illustrated the valour and discipline of the Spanish foot,—and above all,—while Italy was herself producing, in the struggle of foreign ambition which

desolated her plains, a crowd of accomplished generals, Trivulzio, D'Alviano, Pescara, Guasto, Giovanni de' Medici, Fabrizio, and Prospero Colunna,—during all this time, the Swiss bands, so distinguished in achievement, could never boast one commander of their own nation equal in his day to the least in this catalogue of illustrious men, or whose name has been found worthy of descending to later times."

"It is still more singular that Switzerland, though her peasantry have in every subsequent age shown the same aptitude and passion for military service, and though her population has certainly afforded some of the finest materials to the continental armies, should never have produced one general of the first order. The same thing can scarcely be said of any other country in Europe. And this apparent inferiority of the Swiss military genius must strike us as the more strange, from the similarity of their national character with that of Germany,—a country which has assuredly given birth to some of the greatest masters of the art. Yet neither at the epoch before us, though you have named two distinguished leaders of the lanzknechts, did any German general of the first eminence figure in these Italian wars."

"Not exactly in those wars: but you will remember that this was also the age of the wily Maurice of Saxony—the maternal grandfather of his illustrious namesake of Nassau—who, in the first religious war of his native land, after over-matching the political skill of the Emperor Charles V. proved himself one of the most consummate generals, as well as one of the ablest princes, of his times. But in Italy I know not, indeed, that the GERMAN bands,—of whom we have in the second place to speak,—any more than their leaders, ever rose, like the Swiss or Spanish, to the very highest rank in fame. Though formed on the Swiss model, and closely emulating both the bravery and discipline of the mountaineers, they were never held quite their equals in reputation."

"Yet they sometimes displayed a devoted courage and constancy under arms, which not even the Swiss heroism could excel. In the campaign of 1496, in Southern Italy, for instance, a band of only seven or eight hundred lanzknechts, in Neapolitan pay, were cut off and surrounded on their march by the whole cavalry of the French army. Without hastening or relaxing their pace, they threw themselves into a solid square bristling with pikes, and long repulsed every charge of the French and Italian *gens-d'armerie*. In despair of breaking their array, the enemy's generals next assailed them with the fire of the light cavalry; but though the mounted arquebusiers grievously thinned their numbers, they only closed their diminishing ranks, and continued their march in good order, until they reached the bank of a rapid river. Here their gallant leader Heiderlin, whose name has been honourably preserved, was obliged, in fording the torrent, to extend their impenetrable order; their long pikes were then rather an incumbrance than a defence; and the *gens-d'armerie*, dismounting and throwing themselves also into the bed of the stream, individually attacked and overwhelmed them by superiority of numbers. Yet the lanzknechts, in rage and desperation, fought obstinately to the last, until they were destroyed to a man."

"Many instances might be adduced of the same devoted spirit, which was in a great degree common both to Swiss and Germans.

But, I think, the inferiority of the latter generally appeared when the troops of the two nations chanced to be thrown into collision. As, for example, at the battle of Novara, to which we before referred, and where the German bands in the pay of our Louis XII. were the peculiar object of hostility to the Swiss, because they had been substituted for the infantry of the Cantons in the French service:—the attack was made by the mountaineers with a fury envenomed by this hatred; and though the lanzknechts, eight thousand strong, fought with great bravery, and inflicted a heavy slaughter on the assailants, they finally, after a desperate conflict, gave way before the irresistible superiority of the Swiss. Above half the number of the lanzknechts were slain on the spot; the French *gens-d'armerie* and native infantry made no effort to support the wreck of these bands; and all the French artillery, which had been consigned to their guard, was captured and turned against them in their retreat. The experience of Novara, however, served only to convince the French leaders of the value of the German infantry, and the necessity of opposing them in increased force to the formidable Switzers; and two years afterwards, at the battle of Marignano, Francis I. had above twenty thousand lanzknechts in his army; nor, though again roughly handled by the bands of Uri and Underwald, did the Germans do discredit to their reputation in that bloody encounter. And finally, on the fatal field of Pavia, the intrepidity of the German foot presented so striking a contrast to the misconduct of the Swiss, that if we judged only from that event, we should be compelled to reverse our opinion of their relative superiority. For, while the Swiss, on that disgraceful day, forgetting their ancient valour—or in the strong language of Guicciardini, '*i quali non corrisposero quel giorno in parte alcuna al valore solito*'—suffered themselves to be shamefully broken and routed by the lanzknechts of the Imperialists under Frundsberg, the German Black Bands in the French service were the only part of Francis's infantry who behaved well; and though surrounded on all sides, they fought with desperate gallantry, until enclosed between three masses of their countrymen and the Spanish foot, by an able manœuvre of Frundsberg, they were literally annihilated."

"There is something revolting in the spectacle of these mercenaries of the same land and tongue butchering each other for base hire, without even the excuse or incentive of any of those passions which in civil wars stifle the ordinary sympathies of nature and country."

"The same reflection must occur to every mind; and Francis, as if with this feeling, in the onset at Pavia, opposed his Swiss to the Imperial lanzknechts, and his Black Bands to the Spanish foot: but the speedy rout of the mountaineers gave the Imperial generals the occasion of showing their indifference to any scruple of the sort, and of massacring one body of Germans by another. Even the government of the Swiss Cantons, notwithstanding the national avarice and indifference to every cause, were sensible of the infamy of suffering their 'children' to cut each other to pieces; and upon one occasion, when their infantry were serving in the hostile armies in the Milanese, they sent a peremptory order for the recall of both levies to their mountains. With respect, however, to the Germans, you will recollect that, although throughout these Italian wars, bodies of the infantry of that

nation were usually to be found in the hostile armies, they were seldom from the same part of the Empire, and can scarcely be considered as men of the same blood. For the levies of the Imperialists came generally from the hereditary Austrian dominions and the southern states of the Empire; while the lanzknechts for the French service, were, I believe, with a single exception, enlisted in those distant parts of Lower Germany, less immediately dependant on the Imperial authority. Of the former provinces, certainly, were the numerous bands which the veteran George von Frundsberg, himself an Austrian noble, twice raised and led across the Alps; the first before the battle of Pavia, and the second, two years later, the same troops which, under Bourbon, assisted in the sack of Rome. The German bands in French service at the battle of Ravenna were indeed chiefly natives of the Tyrol; but, on the other hand, the twenty thousand lanzknechts taken into pay by Francis I. at his accession, were all from the duchies of Cleves and Gueldres."

"It was from this last quarter of Lower Germany, too, that the Black Bands were levied."

"Yes; and as those troops were the most famous of all the German infantry, their history may deserve some special notice, however slight. The brigade which they formed seems to have varied in number from six to eight thousand men, and was raised for the French service by Robert de la Marck, seigneur of Bouillon or Sedan, among the German states on the Meuse and Lower Rhine. Under the command of that brave and able leader, they first appear to have risen to distinction towards the close of the reign of Louis XII. and Guicciardini eulogizes their reputation for courage and fidelity in the service which they had embraced. '*La qual banda della Germania bassa era per la sua ferocia e per la fede sempre dimostrata negli eserciti Francesi in grandissima estimazione.*' It was these Black Bands which fought so bravely and suffered so heavily at Novara; where Robert and William, sons of the elder De la Marck, and seigneurs of Fleuranges and Jametz, who served as captains in their ranks, were struck down covered with wounds—the former being said to have received no less than forty-six—and were only rescued alive from under the feet of the Swiss by the desperation of their parent. It was these troops also, at Marignano, that again attracted the peculiar hatred of the Swiss, who declared before the battle that 'they would on that day extinguish the very name of the German infantry, and particularly of those companies, whose black standards should be the presage of their destruction.' The menace was not accomplished; and for ten years the Black Bands maintained their reputation in the French armies, until they were exterminated at Pavia, displaying to the last an unblemished valour and fidelity, worthy of a happier fate."

"The estimation in which these foreign mercenaries were held, marks a signal defect in the composition of the FRENCH armies during the age before us. While the Swiss and German bands successively formed an indispensable portion of their array, in every expedition, it is evident that no confidence was felt in the native troops of that arm. Nor does it seem, Chevalier, that the infantry of your country even won any renown in these transalpine wars."

"No: and our best authority has told you why. The influence of

the feudal system, which survived longer in France, perhaps, than in any other part of Europe, was in itself adverse to the creation of a good body of infantry. As the experience of popular insurrections had impelled our princes, with a vicious and narrow policy, to dread putting arms into the hands of the mass of the nation, the honourable profession of military service was confined to the nobles and their vassals. The only materials for the infantry had therefore been the wretched serfs of the soil; and the pride of knighthood had taught a gallant nobility to view any attempt to improve the array of such a force with equal contempt and jealousy. Hence, at the opening of the sixteenth century, was France entirely destitute of any good national infantry. This want was the more striking, because, at the same epoch precisely, her military array was in other respects far superior to that of any other country. Her noble *gens-d'armerie* formed, beyond any comparison, the finest cavalry in Europe, and gloriously maintained the old chivalric renown in every encounter in these Italian wars—with the solitary exception of the rout at Novara. At Ravenna they achieved, and at Pavia made every gallant effort to restore, the fortune of the day; and at Marignano, they nobly redeemed the disgrace of Novara: for as Francis I. who himself led them, wrote to his mother, '*par cinq cents et par cinq cents, il y fut fait une trentaine de belles charges,* (against the Swiss masses,) *et ne dira-t-on plus que les gendarmes sont lièvres armés; car, sans point de faute, ce sont eux qui ont fait l'exécution.*'"

"So also the French artillery, as we have seen, far surpassed that of any other nation; and I may here remark, that the train with which Francis I. crossed the Alps in 1515, was even more calculated to excite the astonishment of the age, than that which Charles VIII. had exhibited in Italy twenty years before. It consisted of seventy-two heavy pieces of cannon, completely horsed, besides the lighter ordnance, and was attended by a body of three thousand gunners, sappers, and pioneers, regularly enrolled into bands like the infantry: the first example perhaps of a distinct organization for the troops of the ordnance which is to be found in the history of any European army. The difficulty of transporting so numerous a train over the precipices and through the snows of the Alps,—and that, too, before an enemy,—has been acknowledged even in your own days of boasted science; but in the age of Francis I. the enterprise was one of gigantic conception and stupendous labour, and could probably have been accomplished with the cumbrous and defective *matériel* of no other army of the times.

"But while," continued the Chevalier, "I claim the right to pass this eulogy on the advance which my countrymen had already made in one branch of the science, I am the more induced to admit their miserable deficiency in respect of that force which hath been justly entitled the nerve of armies. The only levies which offered the pretension of a native infantry, were those of Picardy and Gascony, the latter of which provinces, before the arbalist fell into disuse, was in some repute for its cross-bowmen, and afterwards for its arquebusiers. But upon no long experience of the worthlessness of these undisciplined levies against the regular infantry in the Italian wars, they sank into such utter contempt, that I know not if a Gascon hath ever since meant more in our camps than a braggart, or a Picard than a marauder.

The insolence of the Swiss, and the grievous cost of all foreign mercenaries then taught our monarchs, something too late, to perceive the value of a good national infantry; and Francis I. engaged Pietro Navarra, after his defection from the Spanish service, to discipline a levy of ten thousand Basque infantry on the same model on which he had admirably trained the Castilian bands. But his success was not equal; nor does it appear that this hasty experiment was followed by any increase of reputation to the French arms. In fact, it was not until the close of these Italian wars, that any systematic attempt of the kind was renewed; when, in 1533, Francis I. availed himself of the short peace of Cambray, to enrol about forty-two thousand men in regular regiments, or legions of foot. This was the first standing army of French infantry: for the Compagnies d'Ordonnance of Charles VII. fifteen thousand in number, which are commonly cited as the earliest example of a standing army in Europe, were, as you know, all cavalry; being composed of troops of *gens-d'armerie* with their attendant mounted archers, and other light horse."

"Yet even this measure of Francis I. can scarcely be said, Chevalier, to have established the French national infantry; for, in the religious wars of the League, half a century later, we find that Swiss and German mercenary foot composed the chief resource and strength of armies of both factions. In your martial chronology, the rise of the French national infantry must be postponed to the seventeenth century; and I believe you will be contented to assent to the conclusion of Voltaire, that the establishment of its reputation in Europe dates only from the battle of Rocroi."

"That point I am contented, at least, to reserve for our later discussion: at present we come, in the order of our purpose, to consider the qualities of the SPANISH and ITALIAN bands which were formed during the sixteenth century."

"To the characteristics of the Spanish foot, as well as the peculiarities of their organization and armament, you have already so largely referred, that little remains to be said. They were the favourites of fortune in these wars, and owed their glory as much to the talents of the great captains, both Italian and Spanish, who trained and led them, as to any inherent qualities of soldiership in themselves."

"Fortunate in their commanders, the Spanish infantry certainly were; but it is not the less true that their national character itself in that age afforded for culture all the best constituents of military virtue: enduring constancy, inflexible fortitude, and patient sobriety; united with the loftiest pride of person and country, and the most devoted valour. To these moral qualities were added some physical requisites of the highest order,—both agility and hardihood of frame: for Guicciardini doubtless spoke the sentiment of his times, when he explicitly observes, that neither the French nor even the Swiss were so capable of enduring corporeal fatigue and privation as the Spaniards. With all these natural requisites—sullied, as we must confess they were, by a cold, merciless cruelty and frightful bigotry,—we need not wonder how readily the Spaniards were then convertible into the best troops in the universe. But when they first landed in Italy, they had every thing to learn; and the six hundred men-at-arms, and five thousand infantry, which, disembarking from Sicily in the year 1495,

formed the earliest Spanish force that entered on their glorious career of these Italian wars of thirty years, were routed at Seminara by inferior numbers of the French and Swiss, even though they were commanded by Gonsalvo da Cordova—the generalissimo or 'grand captain,' as, with their ordinary spirit of magniloquence, they had named the leader of their petty army."

"The Spaniards had even in that age displayed as much of their hyperbolical strain of boasting, as sufficed to pass into a proverb, and point the ridicule of the other nations, who as cordially detested their arrogance as they feared their valour."

"Yes: one of the earliest satires in my native language, is the book Des Rodomontades Espagnolles, as old as the age before us. But to return to Gonsalvo da Cordova, it is in a very different sense that posterity have confirmed to his memory that title of 'Great Captain' which was first given to him by the vanity of his countrymen: he was, in truth, the creator of the Spanish army. In the first Neapolitan war, when some of the Aragonese infantry of Gonsalvo were encountered by the Swiss at Eboli, they were totally unable to make any impression on the firm array of the mountaineers, and though they fought bravely, were defeated with a facility which clearly proved the inferiority of their discipline. But in the second war of Naples, after a lapse of only five years, the case was already completely reversed; the interval had been employed in giving a regular organization to the Spanish infantry; and from the very commencement of hostilities, those bands displayed all the qualities which secured their long career of glory. Gonsalvo landed again in southern Italy in 1501, at the head of twelve hundred horse and eight thousand chosen infantry of his nation; and this small force formed the germ of that army which filled all Italy with its exploits, and all Europe with its renown."

"It is remarkable how small, in every campaign of these wars, was the numerical strength of those levies who won such immortal honour: they never mustered, I think, Chevalier, on their greatest occasions of achievement, above some ten or twelve thousand of the native infantry of Spain?"

"Very seldom so many, and never more. The scanty amount of the reinforcements which the poverty of the Spanish court could equip for the support of Gonsalvo during the contest in the Neapolitan states, is betrayed in the precision with which their arrival is detailed in the contemporary historians. The largest body consisted of six hundred cavalry under Carvajal, and five thousand foot under Fernando d'Andrada; and these latter are specified, it is not without interest to note, as the native infantry of Biscay, Gallicia, and the Asturias. Among these reinforcements was that Antonio de Leyva, then simply a private soldier, who was destined by his talents to rise on the same theatre, with signal reputation, to the supreme command of the Imperial armies. In the same army, and already among its most distinguished leaders, served Pietro Navarra, to whom all his contemporaries assign the immediate honour of having trained the Spanish bands of infantry in that peculiar order of combating, which gave them so decided a superiority over the Swiss and German phalanx of pikes. Formed of such materials, and led by the genius of Gonsalvo—who, by protracting every campaign, showed consummate ability in opposing the pa-

tient fortitude of his troops to the impetuous but inconstant spirit of my countrymen—the Spanish infantry were prepared for their brilliant career of achievement; and their triumphs at Cirignola in 1503, and on the Garigliano in the following year, gave the earnest of their subsequent successes. The hostilities which were occasioned by the league of Cambray in 1509–10, still farther exercised their discipline and valour: but it is from the war of the 'Holy League,' formed by Pope Julius II. with Spain and Venice against our Louis XII. in 1511, that we must date the commencement of that undisputed supremacy in arms—that palm of highest valour and discipline—which the Spanish bands were thenceforth permitted by universal acknowledgement to claim over the troops of all the other nations on the Italian theatre. In 1512, at the sanguinary battle of Ravenna, though the field was lost by the overthrow of their cavalry, they routed and would have annihilated the German infantry who were opposed to them, but for the efforts of the victorious French *gens-d'armerie;* they repelled every charge of that gallant chivalry; and they finally retired in good order. At Vicenza, in the following year, they routed the Venetian or Romagnol infantry of Bersighella, the most famous native bands of Italy. And finally, the battle of Bicocca, in 1522, proved that the stout Swiss themselves were as unable to cope with them as the French, the Germans, and the Italians had already proved. It scarcely needed the crowning glories of Pavia to confirm these tests of their superiority."

"To what circumstance in their organization, since the mere quality of valour was certainly shared with them in common by the Swiss and German foot, are you disposed, Chevalier, to attribute the manifest advantage of the Spanish bands?"

"Without again mooting the question, whether the *armes blanches* of the Swiss and Spanish school, the pike or the sword and buckler, were the preferable weapons, we may, in the first place, assign considerable weight to the ability of their leaders. Not only were they originally trained to victory by the genius of the great Gonsalvo; but Pietro Navarra, the Marquis of Pescara, his cousin Guasto, and Antonio de Leyva, who were successively captains-general of the Spanish foot, all ranked among the first commanders of their age. Secondly, it must, I believe, be concluded, that the Spanish bands were largely indebted for many of their victories to the superiority of their fire. This is a fact remarkably, because incidentally, elicited from every contemporary narrative of these battles. So early as that of Cirignola, we find the success of the day attributed to the fire of the Spanish fusileers, who, taking the Swiss in flank, made great havoc in their ranks, while the lanzknechts held the mountaineers at bay in front with their own favourite weapon. At Bicocca, the same result was more conspicuously shown on a greater scale: for it was by the murderous volleys of Pescara's fusileers that the Swiss were repulsed with such slaughter, and indeed this was, perhaps, the first instance in which a battle was decided by the fire of the infantry. So also at Pavia, the rout of the French *gens-d'armerie* has always been attributed to the fire of platoons of fusileers, which Pescara had intermingled in the squadrons of Spanish cavalry."

"In your eulogies of the Spanish infantry, Chevalier, you have not included their national cavalry."

"No: for the Spanish troops of that arm were decidedly inferior both to the French and Italian *gens-d'armerie*. Their cavalry were principally Giannettari, as the Italian writers term them, or a kind of lighter cuirassiers mounted upon the *gennet*, or small Spanish horse; and having been formed in their own national wars, were more habituated to the caracoling skirmishes of the Moorish school, than to encounter the tremendous shock of a heavy *gens-d'armerie*. With every requisite, therefore, for composing an excellent cavalry in later systems of warfare, they were little esteemed in that age; and the Spaniards usually depended on the *gens-d'armerie* of their Italian provinces, or allies, to oppose the French chivalry."

"And you may add, Sir Knight, that the Italian *gens-d'armerie*, led by the Colonna and some of those noble chieftains of inferior rank, who followed the trade of mercenary warfare as condottieri at the head of their retainers, were thus deeply instrumental in riveting the iron yoke of Spain on their country."

"The guilt of that treason to their native land should be reproached rather to her princes and governments, than to those martial spirits, who—too proud to brook the total servitude of despicable inaction—found their only escape from the double tyranny of foreign competitors in embracing the cause and the fortunes of a single master. But, in truth, the fate of the native ITALIAN troops—who, in the humiliating order of their subjection, are to pass the last in review before us—was singularly unhappy in these wars. If we are to judge of the military genius of the nation by the commanders which it produced, the country of Pescara and Guasto, of Fabrizio and Prospero Colonna, of Trivulzio and of D'Alviano, numbered alone as many generals of the first rank as the collective powers who strove for her subjugation. If an universal choice of the profession of arms could bespeak the warlike spirit of a people, the numerous native soldiery of Italy who served in the hostile ranks of her foreign oppressors, might sufficiently attest the martial bent of the national mind. But possessing qualities which afterwards placed their infantry among the finest in Europe, the Italians were condemned, by the mutual hatred and crooked policies of their rulers, to act only a subordinate part in the quarrels of their common enemies; but to assist in the subjugation, instead of defending the liberties, of their common country. At the hands of her conquerors, they received the treatment which one of the wisest among their Roman progenitors would have taught them to expect.

—Subjectos habent tanquam suos, viles tanquam alienos—

they were oppressed as subjects and despised as aliens. But while the general debasement of the Italian people, and the cowardice which their raw and ill-organized militia often betrayed in the field, excited the contempt of their invaders, there were not wanting examples of the highest valour among them when well-trained and commanded. Recall to your memory, among many other instances, the conduct of the infantry of the condottiere Naldo da Bersighella (in Romagna) in the Venetian service at the battle of Agnadella; when, while forming the rear-guard, though cut off and surrounded in an open plain, and attacked by a superior force, that Romagnol infantry received all the assaults of a numerous French *gens-d'armerie*, and retired in unbroken array,

leaving six thousand dead on the field. Witness also the merited reputation of the Tuscan Black Bands, raised by the condottiere Giovanni de' Medici, (a cousin of Leo X.): they were held confessedly equal to the Spanish infantry, and it is remarkable that, like the latter, they were distinguished for the steadiness, rapidity, and murderous execution of their fire."

"The short history of these Italian 'Bande Nere' (who, by the way, are not to be confounded with the Black Bands of lanzknechts) is a curious episode in the wars of those times. They were raised to the amount of some three hundred horse, and three or four thousand light infantry, chiefly armed with carbine and pike, for the service of Leo X., and on his death, first acquired their appellation by—in token of mourning for that Pontiff's death—changing their white standards for a time to black; a fanciful device, which they adopted for the second time, and permanently, when they lost their gallant and able leader by the shot of a falconet in a skirmish. After successively serving Francis I. and the Florentine republic, under their own colonels, they formed the nerve of the French army in Lautru's disastrous expedition to Naples; in which, being put forward on every occasion, the greater number of them fell in the field, the pestilence added its ravages, and on the capitulation of the French army the dwindled remains finally disbanded. Of their two colonels, who successively replaced De Medici, the first, Count Orazio Baglioni, was slain at their head, and his successor Ugo de Pepoli was swept off by the pestilence."

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H. R.

CANADIAN LOYALTY.

DURING the last American war, an innkeeper (named Palmer), who lived near Fort Erie, had a picture of his late Majesty George the Third, which was suspended over the chimney-piece in his best parlour. It so happened, that an American General was quartered at this house, and observed the picture. One day, he took some pieces of paper and stuck them over the eyes. When Palmer came in to make up the fire, the General said to him, "I see you have a picture of your old blind King, Mr. Palmer;"—"Ay," says Palmer, who was busy with the fire, "His Majesty is an old man, and has lost his sight."—"Yes," replies the General, "he has; look at him, look at the picture." Upon which the landlord, casting up his eyes and observing the pieces of paper, made a blow with the tongs which he happened to have in his hand, which, if it had not been caught by some bystanders, would inevitably have spoiled the Republican's joking; as it was, he was knocked down, and the picture remained there all the war, and, for what I know, does still, as I saw it in 1815, and last time in 1822.

THE STORY OF JA'FAR, SON OF THE SULTAN OF WADAI.*

I ADMIRED 'Abd-el-Rahîm's ingenuity, and promised to follow his suggestions. In another interview we calculated the time that my acting would consume, and settled the night on which I should attempt my third escape.

In the mean while 'Abd-el-Rahîm made the necessary preparations for our journey. I did exactly as he had recommended, and succeeded without difficulty in meeting him at the time and place appointed. He was mounted on a camel, and drove another before him, which carried our provisions and effects.

We travelled at first as fast as our beasts would carry us, and on the evening of the next day after dark, arrived at Sâhil,† and put up for the night at a little distance from a large encampment of Bedoweens. Before daybreak we departed, and after sunset, reached a large town called Zugaïtah. Our next station being far off, we set out several hours before morning, yet got there only at nightfall, on the following day. This was also a considerable place, called Taworgah. We departed again before daylight, and after travelling the whole day, we halted near an Arab camp, at Semsarûn. As we were now on the borders of a desert, we encreased our stock of bread and barley. From hence we set out in the night, and riding all the next day until after sunset, we arrived at Erd-el-Zafrân in the desert, the spot where I was overtaken when escaping in company with 'Abd-el-Azîz. We had now to pass extensive downs, before we could repose in security, in a rocky hilly district, called Hadadîyeh, which we did not reach till the second day at twelve o'clock, although we departed from Erd-el-Zafrân several hours before day. Here we rested till the next morning, and after travelling nearly two days, we reached another desert place called Murrat. Four days more brought us to a spot in the desert called El Yahûdîyeh, and in three days after we arrived at Lakonzi, where there is an ancient tower, as tall as a Minaret, and of such massive masonry, that it must have been built in the times when stones obeyed the voice of men. Here, as well as at all our stations in this desert, we always found water.

We mounted at our usual hour; we were now nearly twenty days' journey from Tripoli. I was enjoying the thoughts of having at length obtained my liberty, when, soon after sunrise, the piercing eye of 'Abd-el-Rahîm descried a speck on the horizon, and interrupted my pleasing meditations by exclaiming in a tone of alarm, "There! there are horsemen!" I looked in the direction to which he pointed, and could perceive nothing but the ordinary aspect of the desert. After straining my vision for some seconds, and attending to 'Abd-el-Rahîm's indications, that it was north of this and south of that, I discovered a small spot darker than the rest, which appeared to me motionless, and which my companion's confident assertions could hardly persuade me arose from horsemen. "If they are," said I, "they must be stationary."—"No," said he, "they are going at a foot's pace, and

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* Concluded from page 558.

† Sâhil or Sâhul, is a name given to a cultivated tract between Rasal Amrah and the river Khahan.

have their horses' heads towards us."—"They may be a party of Bedoween Arabs," suggested I.—"I fear not," replied he; "in a few minutes I shall be able to decide whether they are Arabs, or Tripolitan soldiers."*

They proved to be emissaries from my enemy, and sixteen in number; we could, therefore, nourish no hope of safety but in concealment, and there was nothing to hide us from their view. The habitual train of ideas engendered by captivity rushing on my mind, crushed my hopes, and I was quickly resigned to my fate; but that of my poor friend 'Abd-el-Rahîm would have resembled 'Abd-el-Aziz's had he been taken. There happened to be a ridge of low hills running on one side of us:† no time was to be lost, lest the horsemen should perceive us before we got to the other side of it. 'Abd-el-Rahîm urged me to follow him, but I had not proceeded many paces, ere I reflected that as soon as we began to ascend the side of the ridge, we should infallibly be seen, and having failed in an endeavour to put my horse into a canter, I stopped short, and made a sign to my companion to save himself if he could. He gave me a most anxious parting look, and I never saw or heard of him more. Being myself the principal object of pursuit, I hoped the soldiers would direct all their attention towards me; and in order to give 'Abd-el-Rahîm time to escape, I proceeded in a direction exactly opposite to that which he took in his flight.

The horses of my pursuers were nearly as much fatigued as my own, and the foremost did not come up with me for more than an hour after I first saw them. He presented his piece at me, and bade me stop. I obeyed, and was soon surrounded by the whole party, each man levelling his gun at my breast as he came up, and exulting in the prize. One proposed to go after my companion, but was overruled by another, who humanely interposed, and said, "Let the poor devil go; what crime has he committed? Besides, our orders regard Ja'far only, and he is in our power." Their horses, indeed, were not in a condition for farther pursuit, and one suggested that they should pass the remainder of that day, and the next night on this spot, which met the general approbation; and having pinioned me, every one sought his own repose. Some were inclined to enter into conversation with me, but I held an obstinate silence.

By three o'clock in the afternoon, both men and beasts having recovered from their fatigue, we set out for the well of Lakonzi, where we arrived at sunset. Deprived of the use of my arms, I could not find a posture in which I was sufficiently at ease to sleep, but I still maintained my silence, which I would not break, even to ask to be re-

* The journeys of Ja'far over these interminable sandy wastes, afford internal evidences of truth, for they recall with vivid correctness the times when we have plodded over the same ground, with weary camels and horses; during which we have frequently watched appearances from a mere speck on the horizon, till they rose into mounted Arabs, as we mutually approached each other.

† Although the African deserts are generally plains, they are nevertheless often intersected by mountainous chains, equally arid with the sea of siliceous sand from which they rise. We have examined several of these, and found them to consist in some places of compact limestone, containing numerous organic remains,—in others of harsh vitrifications, resembling volcanic substances, of which the dreary tract called the Harâtz, is a notable instance.

leased from my uneasy fetters, and in the morning I was lifted on my horse, which one of the soldiers led by the resan.* The refreshing breezes at sunrise inclined me to slumber, and sleep weighed so heavily upon my eyelids, that it was one of the greatest torments I ever endured, to be compelled to resist that pressing want of nature. After travelling five or six hours, we halted at a well to water the horses, and to take some refreshment. I required none but that of sleep, and in a few minutes after I was thrown upon the ground, I fell into a profound slumber, which lasted till I was replaced upon the horse again, to proceed on our journey.

At the close of day, a man, with whom I had had no previous acquaintance, was moved with compassion for my unmerited persecution, and displayed a warmth of friendship for me, that was truly astonishing. He said, "Oh, brothers! Let me loosen this poor man's bonds, for I cannot bear to see him suffer thus. Nay, I declare by the name of the Prophet, that I was not pleased when we overtook him, for he has committed no crime. But that is no affair of ours,—we are now here in the desert, fifteen days' journey from Tripoli. It will be quite time enough to pinion him when we approach the city, and in the meanwhile I will answer for his not running away." To this several strenuously objected, saying, that if I should escape out of their custody, the blame would not fall on him alone, but be shared by all. I was silent, and shed tears of gratitude towards the protector, whom God had raised up to me in my need. He then sprang up in the midst of the group who were sitting on the ground, and with the most determined gestures exclaimed: "Look ye! ye are fifteen, and I but one, yet I swear by the living God, that if you are resolved to keep him bound, I am determined it shall not be without a struggle." He was at first violently opposed by two or three of his comrades, but by degrees the majority were brought over to his side, and he gained his point. From that time, through his exertions and authority, I was well treated, being allowed the same accommodations, and the same food as the rest of the party enjoyed.†

During our journey, I had frequent conversations apart with my new friend. He kindly used his utmost endeavours to console and comfort me, warmly assuring me that the Pâshâ would not put me to death. One day he enquired whether I had any friend among the grandees or people of credit, in Tripoli. I mentioned Sîdî-Ahmed-Abû-Teïl, and it was concerted that when we approached the city, he should precede us a few hours, to solicit him to exert his powerful interest with the Pâshâ in my behalf, so that, when I arrived, he might

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* A sort of halter made of silk or fine wool, which is always an appendage to a Turkish bridle.

† It is to be regretted that we have not been furnished with the name of this generous man, as we should have been happy to record it, for it is consolatory to hear of such instances, amid the deplorable ignorance and imbecility which darken the moral character of those regions. And of the actual existence of hearts cast in this kindly mould, we have ourselves had frequent proof in remote parts of the globe, where the state of society and bearing of the government seemed calculated rather for the promotion of rapine and murder. Thence we may conclude that the avarice, cruelty, pride, and other bad traits of character, met with in those regions, originate rather in barbarous example and bad education, than in natural disposition.

be so far mollified as to listen to my supplications. This good office he performed with a zeal and intelligence to which I probably owe my life. A little before I entered the city, I was again pinioned, but not painfully. We arrived at midnight, and I was immediately confined in the condemned cell of the castle.

As soon as it was day, the sixteen soldiers came to take me out, and carry me before the Pâshâ. My friend whispered to me not to despond, assuring me that my affair was arranged, inasmuch as regarded my life. Upon my entering the presence-chamber, the Pâshâ said to me: "Art thou not ashamed of what thou hast been doing? Thou wilt at last oblige me to kill thee,"—and ordered that I should be instantly reconducted to the prison of blood. I answered not a word, saying only to myself "Mukaddar!" * I remained without food or water till four o'clock that day, when I was again carried before the Pâshâ. I learned on the way that Ahmed-Abû-Teïl was with him; and as soon as I entered, he addressed me in the following words:—"God prolong the life of his Highness! If any other person had been in his place, he would have put thee to death. But now he has kindly extended his generosity towards us, and has spared thy life at my intercession. It therefore behoves thee to take heed for the future, and be well convinced that another time, no one can supplicate his Highness on thy behalf."

The Pâshâ then said to the Seyyid: "Behold! I have granted you his life, but he shall never more go out of the palace; and if ever he dares again to cross the threshold of its door, he shall have five hundred bastinadoes, and be thrown into the Habs-el-dâkhilânî, for the rest of his days."† I promised obedience, and retired with Sîdî Ahmed, who as we were going said to me: "For God's sake take care you do not again abscond, for another time, nothing can save you from the wrath of the Pâshâ." The black slaves‡ were ordered to watch my motions continually, and I was kept upon bread and water twenty-seven days. On that day Mr. Warrington, the English consul, came to pay a visit to the Pâshâ. I watched an opportunity as he was retiring from the hall of audience, and suddenly seizing his hand, said Anâ-bi-'Urdak;§ he did not reply, but beckoned me to follow in his suite.

On our arrival at the Consul's residence, I related to him, and to his amiable family, all the strange incidents of my melancholy story, with

* What is to be, will be! or, more literally, "it is decreed by fate."

† In each of these interviews, the impressions imputed to the Pâshâ are so graphically correct, as instantly to recall him to our mind. He is naturally a kind-hearted man, but his better qualities are, on numerous occasions, obscured by the exertion of despotic power, and the tone and habits of his country and religion.

‡ The Pâshâ has a body of one hundred remarkably fine black slaves, gorgeously clothed and well armed, in constant attendance.

§ "I claim your protection;" or rather, "I throw myself on thy honour." From our intimate personal acquaintance with Colonel Warrington, we can easily here recognize the generous frankness with which he would, and could, extend the protection of the British flag to the unfortunate Ja'far. It is, indeed, but one of the many instances in which we have known the good effects of the powerful influence which he has gained over the Court of Tripoli. Those who apply their own customs to other countries, as a proof of narrative, would be puzzled to account for the extensive powers surrendered by the despots of the East, to the British flag, in their own capitals: for what foreign ambassador, minister, or consul, would dare to rescue any individual under public accusation in London?

which they were much affected. When I had concluded, Mr. Warrington said: "Remain in my house, and we will see what can be done for you." Five days elapsed without any steps being taken by the Consul, or any reclamation on the part of the Pâshâ. On the sixth day my kind benefactor went to the castle, and telling his Highness that I was under the protection of the British flag, solicited him to permit me to go on a pilgrimage to Mecca, by way of Egypt. The reply was, that I should be sent with every convenience, and under honourable escort by land to Wârah, from whence I might set out on my pilgrimage; but that my going to Alexandria could not be allowed. To which the Consul partly assented, saying, that he would communicate the proposal to me, which he made no doubt would be gladly accepted.

As soon as I heard it, I protested strongly against being again put into the power of the Pâshâ, and declared my suspicion that it was his intention to make away with me on the road. Mr. Warrington had not at first entertained an idea of treachery, but became convinced of the reasonableness of my apprehensions. He then ordered me to accompany him to the palace, telling me: "When you are in the presence of the Pâshâ, speak freely, and without fear or restraint." After the usual compliments, and the Consul had taken his seat, his Highness addressed me in these words: "What do you mean to do, my son? Can you say that you have been ill treated while under my roof? Have I not maintained you for six years, and have you not been always here as one of my family? I have paid masters to instruct you, —I have taught you to read,—I have taught you to write,—and now, after all your undutiful and criminal conduct, I am ready, at our friend the Consul's request, to send you with camels and slaves, and all things necessary, to your country; but, instead of accepting my favours with gratitude, you suspect me of a treacherous design to destroy you. Had I entertained a design upon your life, I should have taken it away when you forfeited it by murdering the Hebrew scribe, and not waited until I could not execute my purpose, but by disgracefully breaking the word I have now given for your safety."—I answered with a confidence inspired by the presence of the British Consul,—"On what principle of justice, I should be glad to know, do you arrogate a right over my life? I am neither your subject nor your slave. Could not my goods that you found in the desert satisfy you?"—"Thy goods!" interrupted the Pâshâ: "I was a loser by the undertaking. The expenses of the expedition absorbed the value of what was thus recovered."—"Well," interrupted I, in my turn, "whether your Highness gained or lost by that speculation, is not now a question. Let the noble Consul judge between us,—the tyranny which you have been for six years exercising over my person, cannot be justified, neither by the law of Mohammed, nor by that of Moses, nor by that of Jesus. Yet I am content you should assume over me the authority of a master towards his slaves, and have come here to ask you my liberty as a favour."

The Pâshâ then exclaimed,—"What childish talk is this, my son! Have I not told you, that I will provide you with every necessary for your journey, and send you with all due honours to your country?"—I replied that I had no desire to return to my family, who it appeared had forgotten me, and that my only wish was to perform my pilgrimage to the tomb of our holy Prophet. "Well," said the Pâshâ, "go first

to Wârah, you may from thence fulfil your vow of going to Mecca."—On my persisting in what I had demanded, his Highness said sternly, —"Never entertain the hope that I will consent to your going to Alexandria."

The Consul renewed his solicitations that I might be allowed to embark for that place, but the Pâshâ said, "It is impossible; had I not been restrained by respect for your presence, I would have chastised this lad for his audacity. But let that pass; he has put himself under your protection, so take him away with you." After the coffee had been again presented, we retired, and returned to the consulate. Mr. Warrington then determined to make the British Government acquainted with the circumstances under which I had claimed, and obtained, the protection of the English flag.

I had kept up an acquaintance with the family of Dr. Dickson, since the time when I was his patient, and I sometimes passed an evening at his house. About six weeks after I had taken refuge at Mr. Warrington's, as I was one night returning home, I was suddenly assailed by seven armed men, four blacks and three whites, who without saying a word, proceeded to pinion me violently. To all my entreaties to be told the cause of their assault, I could get no answer, and therefore concluded it was done by order of the Pâshâ, who had resolved to murder me. They carried me to a house not far off, and on a light being brought, I recognized one of the blacks to be the Kahwehjî-bashî (chief coffee-bearer) of the palace, who accused me of having had a criminal connection with his wife. To my protestations of innocence, and absolute ignorance even whether he was married or not, he paid no regard; but drawing a pistol out of his girdle, cocked it and put to my breast. At that awful moment, I bitterly deplored my imprudence in having quitted an asylum. I made no doubt but that the Pâshâ had ordered me to be destroyed, under this false pretence; yet, as hope never forsook me, I expostulated with my assassin, and, I know not by what magic, at last succeeded in shaking his resolution and appeasing him. He left me pinioned, and locked the door of the apartment upon me.

Meanwhile the good Consul had remarked that I did not come home at the usual hour, and sent after me. The servant returned saying, that I had retired from Dr. Dickson's, two hours before. It was naturally concluded that some sinister accident had befallen me; and Mr. Warrington retired to rest, with the benevolent intention of rising before the usual hour, to go himself to Mohammed-Beit-el-Mal-Kheya (deputy treasurer). This man protested that he knew of nothing that had happened to me, which was true; but the Consul not relying on his assertions, told him, with dignified warmth, to be advised that,—"he had come expressly at that early hour to notify to him, that Ja'far had retired at ten o'clock last night, from the house of a British subject, and had not been heard of since. That his Highness, the Pâshâ, was aware of his having acquainted the British Government with my being under the august protection of its flag; that he made no doubt the King of England would approve of the asylum which had been so accorded to me; that his Majesty could not be insensible to the great affront that would be offered to the British flag, should any harm befall me; and that having given this timely warning, he was not accountable for any thing that might ensue, to interrupt the harmony

subsisting between the Regency, and his Britannic Majesty's Government." The Kheya could only repeat the protestations of his perfect ignorance of what had become of me.

While this was passing in the house of the Kheya, I had been conducted to the castle; and his Highness had already sent an officer to the Consul to say that Ja'far was in prison, and that the cause of his apprehension was, his having had a criminal conversation with the wife of the chief coffee-bearer; that the Consul must well know that by the Mohammedan law, adultery was a crime visited by a capital punishment; that if his Highness in this case, for example's sake, did not let the Sher Allar (Justice of God) take its course, the honour of no man's wife in Tripoli would be safe; and that therefore an order must be issued for mine and the woman's execution.

The Consul repeated to the officer nearly all he had said to the Kheya, and requested of the Pâshâ that the woman might be brought up and examined before him. He soon returned with the answer that she had been tied up in a sack, and thrown into the sea the preceding night; but that there were competent witnesses of the criminality. Here Mr. Warrington objected,—"You told me just now, his Highness had declared that it was expedient both the delinquents should be punished with death. It is plain therefore, that the woman's execution has not as yet taken place. Produce her then, or I must infer that there is no woman in the case, and that the whole is an infamous machination against the life of Ja'far." He then asked who were the witnesses, and the Chiaous not being able to answer that essential question, retired, but presently returned, saying:—"The witnesses are the Kûl Chôkahdâr (chief of the night patrol) and the seven men, who apprehended him, which his Highness doubts not you will think sufficient evidence." To this the Consul demurred, observing, that the testimony of the principal witnesses, the captain of the patrol and the coffee-bearer was not admissible, as persons of the Pâshâ's household, and said to the officer:—"Salute his Highness in my name, and tell him that, although no case has been made out to justify Ja'far's arrest, I nevertheless ask his release as a favour, and by granting him his liberty, at my intercession, his Highness will give a signal public proof of his regard for the honour of the British flag. In a few minutes the officer came back saying:—"His Highness presents you his compliments and has ordered me to say, that to oblige you, he will give up Ja'far, but cannot be answerable for the consequences of the chief coffee-bearer's revenge."

The Chiaous was again dismissed with the message that the Consul could not make his acknowledgments for so imperfect a favour as the granting my release while I was exposed to be way-laid by one of the powerful persons of his Highness's court. Upon this representation, I was taken out of prison and conducted to the Consulate, happy that I had not been carried before the Pâshâ either on my imprisonment or release. The officer who had me in charge, on presenting me to the Consul said:—"His Highness salutes you, and I am commanded to inform you, that he has understood what you desired me to tell him, and it is well,* only it is not proper that Ja'far should go out of your house."

In two months dispatches arrived from England, when the Consul

* *This* is a very common phrase, implying, "I shall take care that Ja'far comes to *no harm through* the enmity of my coffee-bearer."

solicited an audience for the purpose of presenting his Minister's letter to the Pâshâ, and I was permitted to accompany him. The letter contained merely a request that his Highness would as an instance of his friendship for the British Government, allow me to return to my country. The Pâshâ spoke a great deal of his wish to preserve the amicable relations which subsisted between the two states, and finished by granting the request; he however proposed, what he had before insisted upon, my passing by land through Fezzân and Bornû, adding, "I will not conceal from you the real motive of my objecting to his going to Egypt." But although he commenced with so fair a promise of explicitness, he rather hinted at, than explained, the cause of his objections, which seemed to be founded on apprehensions lest Mohammed 'Ali might, through me, form some alliance with Wâdâï, which the Pâshâ now professed himself desirous of doing. He recurred several times, during the conference, to his assurances of my safe and honourable conduct to Wârah, and repeatedly said, that if he had ever intended to kill me, he could have destroyed me long ago.* He then solemnly renewed his pledge of safety to me; but although even the Consul joined him, and the Sîdîs of his court, in their endeavours to persuade me to accept the proposal of going by land to Wârah, I remained firm in the resolution of not putting myself again into the power of the Pâshâ, who at last, tired with my obstinacy, peevishly exclaimed—"Hali rûlhh 'alâ jehennam!" (Let him go to hell!)

The Consul then retired, and by the way continued his exhortations, that I should trust in the word which the Pâshâ had engaged to the British Government; but finding me resolved, he immediately contracted for my passage to Alexandria, with Capt. Dabadié, an Austrian, and sent me in the evening on board his ship, l'Adesione, for the night.

I used to pass the day in the Consulate, and go on board to sleep; when one day, the Pâshâ looking out with his spy-glass, observed me going on shore, and recognized me.† He immediately called some of his soldiers and said to them,—"Look! there is that fellow Ja'far. I told the Consul not to suffer him to go out, yet there he is setting me at defiance. Go, ten of you, lay wait for him, and when you find him not under the British or other flag, slay him." A slave of his Highness, who was present, had the humanity to think of informing me of this order, and the courage to execute his benevolent intention. I immediately appealed to the Consul and said,—"You see, sir, I was right in refusing to go to Wârah under the Pâshâ's protection." The Consul derided the report, but I, who knew the zeal and veracity of my former castle-comrade, made no doubt of its truth. I therefore prevailed upon Mr. Warrington to accompany me to a short distance from his house, knowing that as long as I was in his suite, I had nothing to fear. Having been warned where four of the ten men, who

* It should be borne in mind that though the Pâshâ of Tripoli, in European politics, is the least important of the Barbary sovereigns, he is the most powerful in relation to the interior of Africa. Being absolute master of Fezzân, he has an overbearing influence over the countries lying between that kingdom and Wâdâï, Tibbo, Bornû, and even in Fallateh itself, although situated nearly a thousand miles from the despot's castle.

† The Pâshâ's castle is at the S.E. angle of the town, close to the beach, and a large balcony, in which he usually sits, overlooks the whole port.

had been appointed to way-lay me, were posted in the street, I conducted my protector to the spot, and found them armed with carabines, besides the usual weapons of pistols and case knives in their girdle. The Consul, though evidently struck with their suspicious appearance, was not fully convinced of their evil designs. But we then proceeded to the beach, where I showed him the remaining six of the gang, standing together. We closely questioned them, and their equivocal replies left no doubt of their being on the alert to destroy me.

That very day, I folded up a letter, in the due form of a petition, to the Pâshâ, in which I only wrote this sentence,—" Men ya'mil sheï Allah hasbo'h,"*—and I then embarked with a determination to land no more in Tripoli.

We were detained in port three tedious weeks longer; and I was assured that the Pâshâ's rage on opening the letter, was so violent, that he swore he would take me out of the Austrian vessel by force. But he was moderated by the prudent management of the Ket-Khoda, (deputy Kyeyà) who was a wise and just person. On the 25th of June, we at length set sail, and after a prosperous passage of eight days, I had the happiness of finding myself under this hospitable roof.

Such is the story of Ja'far, and it is gratifying to find that his preservation was owing to the private and public exercise of British philanthropy. Previous to quitting Alexandria, he gave various notices respecting his native country, which however, from the early age at which he quitted it, were necessarily vague and general. We suspect that when in Tripoli the person of Ja'far was not unknown to us; and we well remember, that on making inquiries, we found Wâdâï and Bergû were used as synonymous names for a region to the south-east, between Bâghermeh and Dar Fûr. We were also informed of a conflict between the Sheïkh of Bornû, and the king of Wâdâï, by which the interior traffic, by Kaffilas, had been grievously interrupted.

Wâdâï, according to Ja'far, is an absolute hereditary monarchy. He stated himself to be the eleventh descendant from a white, but had no idea by what chance a man of that colour became the sovereign of a nation of blacks. It is probable, however, that as the tawny or brown Arabs and Berbers, of Mount Atlas, are considered white men by the negroes, the founder of the dynasty was a successful warrior from that mountainous range. From its being asserted that the Persian language was cultivated by the higher classes at Wârah, it was conjectured that an adventurer from Persia might have made the conquest: but *Aijemi*, which is colloquially used to express that country, properly signifies *foreign* or *stranger*, and is used in that sense by the negroes, whose Arabic is borrowed from the Koran. The names of his predecessors were, 1. Mustafa; 2. 'Abd-er-Rahmân; 3. 'Abd-el-Kerîm; 4. Asad; 5. Aseïd; 6. Dayûk; 7. Idris (Enoch); 8. Alî; 9. Dayûk; 10. 'Abd-el-Kerim Sâbûn, the father of our hero, who appears, from various accounts, to have been an enterprizing, just, and good ruler.

The uncle of Ja'far sits on the throne of Bâghermeh, where he was placed by 'Abd-el-Kerîm, on its last conquest. It appears that the chief of that kingdom was so licentious, and oppressive, as to become obnoxious to all the neighbouring powers; and at length, about the year *1804*, in contempt of the laws of Islamism, he married his own sister.

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* God will reward or punish every man according to his deserts.

This incestuous union excited general indignation, and being required to repudiate her, he stoutly refused, defending himself on the argument that, as it was usual to take a sister to wife before the time of the Prophet, he could see no reason why it should not be practised after his time. 'Abd-el-Kerîm, however, thought otherwise; and marching a great force against him, laid waste the country, pillaged the treasuries, overturned the government, and drove away numbers of the people into captivity.*

It was farther stated, that there is a fresh water lake in Bâghermeh, which is fifteen days' journey in circumference; and that both in that country, and Wâdâi, there are mountains and plains, as well as great and small rivers. There is, in particular, a large river near Wârah, which is formed by several streams, having their sources in a high mountain not far off. The heat of the climate is very great, and the rains are extremely heavy in the beginning of summer. The date-tree is not known, nor any of the fruits of Barbary, except water-melons; but there is a great variety of fruits peculiar to the country. The Prince was very positive in his assertions, that the coffee-tree was so abundant, as to produce a chief article of export. From this and other reports, we have some reason to think, that a species of coffee may be indigenous, in mountainous districts, in the interior of Africa. In an interview which we had with the Pâshâ of Tripoli, in 1817, it was distinctly stated, that the principal traffic, at the fair of Gadam, was in "slaves, gold, gum, hides, dates, barracans, nitre, cotton cloth, and *great quantities of a fruit resembling coffee.*"†

There are no known mines of metals in Wâdâi, nor are gold dust, or precious stones found. The basis of the trade consists of slaves, elephants' teeth, and ostrich feathers. Neither wheat nor barley are cultivated; for Indian corn and millet are said to be the chief articles of the subsistence of the people,‡ together with the common domestic animals, and the fish of their rivers and lakes; which last are represented as extremely productive.

The cameleopard and the hippopotamus were animals familiar to the Prince, but of the crocodile he had no idea.

To the question, "how many armed men can the kingdom send forth?"—the answer was—"a great many:" and a more satisfactory answer to such an interrogation can seldom be obtained in the East. The soldiers are armed principally with the bow and a lance, together with a shield cut from the hide of a buffalo or hippopotamus: some few have swords and fire arms, which are procured from Tripoli; and in the capital there are four small field-pieces. But the chief dependance is on their cavalry, which is mounted on excellent light horses, originally of the Arabian breed.

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* "On the arrival of these people at Borgo," says the lamented Burckhardt, "the learned men of that country, who form a corps as powerful, it seems, as the Ulêmas at Constantinople, represented to Sabûn, that as they were Mohammedans it was unjust to reduce them to slavery. They were then restored to liberty, and many of them returned: others remained voluntarily at Borgo, where they continue to earn a good livelihood by the art of giving the blue-dye to cottons; this dye is produced from an indigenous plant resembling indigo, and which is said to be preferable to the indigo of Egypt. Both are known by the same name of Nili."

† See Quarterly Review, vol. 18, page 373.

‡ It was more probably dhurrah and dhukhn, (Sorghum vulgare, and S. saccharatum,) than Indian corn and millet.

Wârah is built of bricks, made with stone and mud, dried in the sun. All the houses are of one story, except the palace and grand mosque, which are of stone and timber. The harem is guarded by a great number of eunuchs: but Ja'far thinks that the practice of emasculation has been discontinued.

The revenues of the kingdom are certain imposts on the productions of the soil, and at stated periods the provinces are compelled to furnish and bring to Wârah the amount in silver. The *quantum* is oddly determined: the branch of a particular tree is loaded, and when it breaks with the accumulated weight, the tribute is completed.

A remarkable part of the communications, made by Ja'far, was that relating to the religious establishment of Wâdâï. Besides Mohammedans, whom he describes as the most numerous class, he says there are many idolaters, worshippers of fire, and *some christians*. All the former are black, but the latter are copper coloured, and live together in one mountain. Now it is a very singular fact, that in various inquiries, which we conducted, on the arrival of caravans from the interior, we heard strong rumours of a Nazarene settlement, somewhere to the south of the Jebbel Kumri. While many give as reasons for supposing them Christians, that they have no mosques, and are different in colour from their neighbours, others suppose them Jews, and that they constitute the long lost tribe. At all events, it appears nearly tantamount to conviction, that an insulated family, differing in habits from the negroes, exists in central Africa,—and more decided information respecting them is a great desideratum. Perhaps we cannot conclude better, than by the following extract from an official letter, dated 24th February, 1817:—

"While on this subject, I must inform you of my having had several remarkable conversations, relative to the existence of certain Christian tribes, in the interior of Africa. They are described as a very muscular race of negroes; but I cannot discover that any sign of the cross, or characteristic symbol, has been observed: and their tenets are so slightly impressed, that on their arrival in the market, they readily embrace Mohammedanism. A French captain, in the service of the Pâshâ, who has resided in Tripoli twenty-five years, circumstantially related to me, that several years ago some of them were brought in a Kaffila, and that twenty-eight of the finest being selected to be sent to Algiers, he was appointed to transport them thither. As he was bringing his vessel to an anchor, an evening bell was heard on board one of the Christian ships, when, to his surprise, those on deck manifested the utmost delight, and calling up their companions fervently embraced them, pointing at the same time towards the vessel whence the sound issued, and repeating the word *Campaani*. As this appeared a corruption of the Italian, or more properly of the Latin itself, he made his interpreter inquire concerning their congratulations, and found that in their native town, a large building stood in an open space, in which were neither idol, mat, nor divan, but that their priest only exhorted them. Another curious fact is, that the late Bey of Bengazi, who in his boyhood was brought a slave to Tripoli, recollected some ceremony similar to the celebration of mass, and the use of consecrated wine. I could not, in the course of my inquiry, find whether any manuscript, or a portion of one, had ever been observed in any caravan; but the absence of circumcision, combined with the circumstance of the bell and the wine, sufficiently indicate that Mohammedan doctrines are not prevalent there; I consequently think, that by procuring a man, and educating him for the purpose, important results may be anticipated, and a road opened to the full discovery of those regions in the vicinity of the Lunar Mountains."

A CRUISE UP THE SAGUENAY.

BY A NAVAL OFFICER.

PERHAPS there is no part of the world in which the human frame is subjected to such diversities of temperature within a short space of time as in Canada;—a peculiarity characteristic of its climate. Sudden and extensive ranges in the thermometer are produced at all times of the year by almost every change in the direction of the wind. In the winter, it is well known, the cold is most intense, while in the summer, the opposite extreme of heat prevails, with the nights frequently attended by frost. At Quebec, during the last winter, the thermometer fell to 33° below zero; and in the month of June following, it was up to 94° in the shade, thus making a range of 127 degrees; yet the climate is remarkably healthy, and instances of longevity are common. At the mouth of the Rivière du Loup, on the 1st of Sept. the temperature of the sea water at the surface was 39°, whilst that of the air was 46°. In July we several times found the water at 38°, while the air was once or twice even lower than 40°, at a period which is generally the warmest of the year.

Previous to leaving our anchorage off the Rivière du Loup for the Saguenay, we experienced a severe gale of wind. The few following extracts from our log, will, perhaps, best describe it.

3d Sept, P.M.—Detained by a fresh breeze from N.N.W. at anchor off the Rivière du Loup. A heavy laden barque at anchor close to us. The barometer falling rapidly. Got the small spars on deck; made all snug for the night. Veered to a whole cable on the small bower, and prepared the best bower for letting go. 6 P.M.—A dense mass of ugly clouds hang over the northern mountains. In the direction of the wind an opening, from which the clouds diverge towards us, and from whence small masses of clouds are now and then detached, and travel towards us with great rapidity. Squall after squall, with driving rain, each stronger than the preceding, pass over us. The loons and gulls making for the shore, uttering loud screams. Every appearance of a gale, yet the barque disregards these signs of the times, and keeps his top-gallant yards aloft, and has besides a foul hawse. If he drives two cables' length during the night, he will be in pieces by the morning. Midnight—Strong gales, with rain, and very heavy squalls. The spray flying from forward clear over our tafrail. Dark as ——; at a loss for a comparison that will look well on paper. Riding harder than ever. Cut up a spare top-mast, and wedged it in between the night-heads and the windlass, to enable the latter to bear the heavy and increasing strain.—4th Sept. 1, A.M.—Getting serious—blowing a most furious gale—all hands on deck—observe lights moving about the deck of the barque—many doubts for her safety. The sea heavy, short, and high. Craft rides well, although pitching bowsprit under water. Sea increasing. She drives. Let go the best bower. 1. 30. —Shipped a heavy sea, which came clear over all, and passed over the tafrail. Severe shock. Small bower again starts; she takes thirty fathoms more of the best bower-chain, and again holds on. At daylight the gale continues unabated in strength, but more steady. Our companion, the barque, still holds on; has dragged both his anchors, and

is now riding heavily with two anchors ahead: his stern is not more than two cables length from the breakers. The surf flying in sheets of foam over the vertical strata of dark slate close under his lee, which would cut through a vessel's bottom as if it were made of paper."

The gale continued throughout the day, and ended at midnight with a deluge of rain. Our situation was more favourable than that of the barque, and it was our chief occupation during the day to watch her perilous condition. Full often we trembled for the safety of her crew, as we witnessed the sea flying over her from stem to stern, and felt our inability to render the smallest assistance. It was a magnificent sight, and the danger with which it was attended, rendered it an imposing one.

On the next morning we left our anchorage. As we approached the mouth of the Saguenay river, the wind died away, and we were obliged to anchor. We were strangers to its navigation, and though one or two of our companions professed a knowledge of it, we found nearly to our cost that they were not to be trusted. After waiting till the ebb tide had ceased, we took advantage of a light wind that favoured us, and shortly found ourselves securely at anchor in the little harbour of Tadousac at the mouth of this river.

The view from our anchorage was of the most picturesque description. To the southward were the long reefs off each point of the entrance of the Saguenay, forming an effectual barrier to the waves of the St. Lawrence, and affording security to the harbour. In the distance was Red Island, beyond it Green Island, and in their rear the blue hills of the south shore. To the north-westward up the Saguenay, precipice succeeded by precipice was seen in perspective; their bases washed by the dark deep waters of the river, over whose surface they cast their shadows in gloomy, solemn grandeur Near us was the little semi-circular beach of bright sand, forming the bay or harbour of Tadousac. Rising immediately above this, a green terrace, on which stand the houses of the fur-traders, ornamented in front with a row of old guns, placed round the confines of a tolerable garden, more for the sake of appearance than for use. Above this terrace appears a ridge of white granite hills, on the other side of which is a small lake. The view in this direction is finally closed by mountains of granite, rising to the height of about two thousand feet.

The astonishing depth of the Saguenay renders it one of the most extraordinary rivers in the world. It is the grand outlet of the waters from the Saguenay country into the St. Lawrence, which it joins on its northern shore, at about a hundred miles below Quebec, and although only a tributary stream, has the appearance of a long mountain lake, in an extent of fifty miles, rather than that of a river. The scenery is of the most wild and magnificent description. The river varies from about a mile to two miles in breadth, and follows its impetuous course in a south-east direction, through a deep valley formed by mountains of gneiss and sienitic granite, which in some places rise vertically from the water-side to an elevation of two thousand feet.

There is a feature attending this river, which renders it a natural curiosity, and is probably the only instance of the kind. The St. Lawrence is about eighteen miles wide at their confluence, and has a depth of about two hundred and forty feet. A ridge of rocks below the surface

of the water, through which there is a channel about one hundred and twenty feet deep, lies across the mouth of the Saguenay, within which the depth increases to eight hundred and forty feet, so that the bed of the Saguenay is absolutely six hundred feet below that of the St. Lawrence into which it falls, a depth which is preserved many miles up the river. So extraordinary a feature could only occur in a rocky country, such as is found in some parts of Canada, where the beauties of nature are displayed in their wildest form. The course of the tide, meeting with resistance from the rocks at the mouth of the Saguenay, occasions a violent rippling, or surf, which is much increased and exceedingly dangerous to boats during the ebb tide. The extraordinary depth of the river, and the total want of information concerning it, has given rise to an idea among the credulous fishermen, of its being in many parts unfathomable. This effect is admissible on uninformed minds, for there is always an appearance of mystery about a river when its water is even discoloured so as to prevent the bed from being seen, and the delusion is here powerfully assisted by the lofty overshadowing precipices of either shore.

Following the course of the river upwards, it preserves a westerly direction to the distance of about sixty miles, in some parts about half a mile broad, in others expanding into small lakes, about two miles across to their borders being interspersed with a few low islands. In the narrow parts of the river, the depth at the distance of a few yards from the precipice forming the bank, is six hundred feet, and in the middle of the river it increases to nearly nine hundred. It is, as yet, only known to the few fur-traders who deal with the native Indians, and the salmon fishermen who frequent its banks. These latter have erected some small huts on the narrow muddy banks left in some parts between the water and the precipice, in which we were glad to seek shelter on our way up the river with our boat. On the night before our arrival at Chicotimy, we encamped on the bank, and, as we had imagined, out of the reach of the tide. In the course of the night, however, our fancied security vanished, by the appearance of the water in our tent, and we were suddenly awoke by its noise beneath us, our beds being fortunately off the ground. Although our condition was by no means free from danger, the scene that ensued was sufficiently ludicrous. We were in total darkness, the water was nearly knee-deep in our tent, and in attempting to find the exit, we encountered various articles, such as trunks, canteens, and other things equally inimical to our design. At length, however, on gaining the outside of the tent, we had the satisfaction of discovering our boat riding by her anchor close to us, the rope by which she was moored having allowed her to swing. All dry land had disappeared in the darkness of the night, and

> " One wide water all around us,
> All above us one black sky,"

seemed to be literally verified. A gale of wind which was blowing from the north-east, accompanied with violent rain, had occasioned the water to rise above its usual level. Our first consideration was how to secure our personal safety, and we were about embarking immediately, but observing the water rose no higher, and that the tent re-

mained firm in its position, after a short time we were relieved by finding it recede to its natural level. The vertical rise had been about twenty-one feet. At daylight we found ourselves, in a sad plight; the few things we had with us being smeared over with a soft mud, deposited by the water, and the rain, which continued during the ensuing day, rendered our condition by no means desirable.

At the distance of about sixty miles up the river, the navigation is suddenly terminated by a succession of falls and rapids, near which is situated the trading post of Chicotimy. At this place there is an old church, built about two centuries ago by the Jesuits, who were active in civilizing the native Indians. The church is still kept in decent repair by the Indians, and is annually visited by a missionary priest. These people are few in number, and are not to be met with between this trading post and the mouth of the river. A fine tract of country commences here, intersected by several rivers issuing from Lake St. John, distant about sixty-seven miles farther to the westward. The little communication which is carried on with this lake is, by means of these rivers, in bark canoes, and batteaux, the flat-bottomed boats of the country; but it is subject to much interruption from the portages, or carrying places, necessary to avoid the numerous falls in them. The tide of emigration is directed to this quarter, and we shall no doubt shortly hear of a flourishing settlement on the borders of Lake St. John. The Saguenay river, already celebrated as having afforded a secure retreat to the ships of the French squadron, at the memorable siege of Quebec, under Gen. Wolfe, as if intended to facilitate the colonization of that country, will then prove of the utmost importance for the conveyance of its surplus produce, by means of steam-vessels, to the St. Lawrence, from thence to be re-shipped for the foreign market.

The old system of exclusion, which so long prevailed in the central parts of North America some few years since, seems to have reigned here with uninterrupted quietness. Known only to a few individuals, whose interest it was to represent the country of the Saguenay as rocky and barren, that they might enjoy the benefit of monopolizing the fur trade, it was not until within two or three years past that its real character became known. All that had hitherto been told of it, was about its sterile nature, and mysterious tales of the depth and dangers of the river, which the appearance of its entrance tended but too much to confirm. All this had the desired effect; but the charm is at at length broken, and the sterility of the country, as well as the imagined terrors of the river, are already dissipated by a statement of facts laid before the House of Assembly at Quebec. It appears to have been customary hitherto to let the country to individuals for terms of twenty-one years, and the time for a renewal of the lease being at hand, two public spirited persons, the Messrs. Tachè, of Kamouraska, who have long resided there, have divulged accounts of it, which induced the provincial government to send an exploring party for the purpose of investigating their reality in the course of last summer. The report of this commission is as favourable as was expected. It has appeared at length in the first volume of the Transactions of the Literary and Historical Society of Quebec, in a paper on the Saguenay country, from which we are induced to make the following extracts, as a conclusion to the above few remarks.

"The Saguenay is navigable by vessels of any size for a distance of twenty-two or twenty-three leagues to Ha Ha Bay, and by vessels of large dimensions for five or six leagues higher up to Chicotimy.

"The harbour of Tadousac would contain, it is said, twenty-five ships of war. The following harbours, there is reason to believe, are to be found between Tadousac and Chicotimy.

"At La Boulle, about two leagues above Tadousac, is a good harbour for vessels against the north-west winds on the north-east bank of the Saguenay; and a good harbour for boats on the south-west side, at a place called L'Ance-à-la-Barque.

"At three leagues from Tadousac, at the place called La Passe-pierres, is a good harbour for schooners against north-west winds.

"At the bay St. Etienne, about two leagues from La Boulle, is a good harbour against north-west winds; and opposite this bay is the Bay à la Grosse Roche, which is a good harbour for shipping.

"On the same side of the river is the bay *Ollapermuche*, with a good harbour for boats; and at a small distance from it the Ance-aux-Foins, having a good harbour for schooners. Opposite the Ance-aux-Foins is the river St. Marguerite, distant six leagues from Tadousac, having a good harbour against all winds.

"About seven leagues from Tadousac is the island of St. Louis, having a good harbour at each of its extremities.

"A league higher, we come to the river Petit Saguenay, which has a good harbour.

"Half a league higher are the islands Cocard and Barthelemy, having a good harbour.

"A little higher is the Bay of St. John, a good harbour against all winds.

"Higher up is the Bay du Rude, a very good harbour.

"Opposite La Trinité, is the Bay à l'Aviron, a good harbour.

"La Descente des Femmes, a good harbour for ships.

"La Grande Pointe, a good harbour.

"Ha Ha Bay, an excellent harbour."

FAREWELL TO INDIA.

MAY, 1826.

Now cheerly on, my gallant ship, my Indian course I've run,
And for a happier climate quit the regions of the sun:
But though my prospects give content, and though my heart be gay,
I think on those with whom I've spent full many a happy day.

Some friends I leave behind me, and some are gone before,
And some within the cold, cold earth, are laid to rise no more.
I've tasted sorrow's bitter cup, I've sunk in hopeless woe;
I've had a friend to lift me up, and I have had my foe.

The foe I now forgive—but the friend I'll ne'er forget;
And haply I may live to reward him for it yet.
Oh! may he not, but if he should e'er want the friendly deed,
Not mine the hand that could refuse a well-tried friend in need.

India! thou'st seen me part take in many a reel and row;
Thou hast given me many a heart-ache and many a head-ache too:
But as I would not part unkind, and you would make amends,
Take care of those I leave behind, and we'll continue friends.

To those I leave behind me, a long and dear farewell;
In my true heart and mind they shall ever, ever dwell.
May no misfortune light upon the worthiest and the best!
But every prospect brighten on, and Home be their's at last.

ADOLESCENS.

GENERAL SIR HEW DALRYMPLE, BART.

To the Editor of the United Service Journal.

Mr. Editor,—Observing in your Obituary of last month, an account of the services of the late Gen. Sir Hew Dalrymple, which is correct as far as it goes;* together with the separate opinions of the Generals who formed the Court of Inquiry into the Convention in Portugal; I think the following facts, which I have condensed from a narrative written by himself, and which are now matters of history, may not be uninteresting to the readers of the present day; and are requisite to a due understanding of Sir Hew Dalrymple's services.

I have the honour to be, Sir,
Your most obedient servant,
A. J. Dalrymple.

Park-street, Grosvenor-square, May 10th, 1830.

In 1806, Lieut.-Gen. Sir Hew Dalrymple was honoured with His Majesty's commands to proceed to Gibraltar, and take upon himself the command of that garrison, where he arrived in the month of November. The communication with Spain was open when he arrived, which circumstance, of necessity, led to a correspondence with Gen. Castaños, who commanded in the Spanish lines, and a feeling of reciprocal esteem and confidence arose between them. In the autumn of 1807, large bodies of French troops having entered Spain for the declared purpose of attacking Gibraltar, Gen. Castaños received orders from his Government to prohibit all communication with the garrison, and as far as possible to prevent any supplies from being introduced. Sir Hew never failed to communicate to His Majesty's Government the earliest and best intelligence he could obtain of the transactions in Spain at this interesting period; but on the 8th of April, 1808, the arrival of a confidential agent from Gen. Castaños, to inform him of the actual state of things, with an accurate detail of the late events, and to commence that confidential communication which henceforward subsisted between them, gave to his subsequent reports a new and more interesting character. By this Spaniard, he was informed of all the circumstances that preceded and accompanied the revolution that had placed Ferdinand VII. on the throne, and who farther stated, that all the political talents in Spain, long sanctioned by public opinion, then surrounded the throne of the new sovereign; that the nation itself had caught the impulse, and was preparing in the most energetic manner to support its Monarch: he concluded by stating, that he was authorized to say, that had matters taken an unfavourable turn, and the Prince of the Asturias been constrained to fly, he was to have taken refuge at Algesiras, and from thence to have passed over to Gibraltar; reposing entire confidence in the generosity of the English nation, strengthened by the personal consideration which was

* We were, however, in error with respect to one or two incidental circumstances, which we take this opportunity of rectifying. Lady Dalrymple did not die in 1823; a sister of her Ladyship's died that year. Lieut.-Colonel Sir Augustus J. Dalrymple, the present Baronet, did not marry the daughter of Sir James Graham of Netherby, but the only daughter of the late Sir James Graham, M.P. for Carlisle, and sister to Sir Sandford Graham, Bart.—Ed.

known to subsist between Gen. Castaños and the officer commanding that fortress. Sir Hew Dalrymple had an opportunity that very day of communicating this curious and important intelligence to His Majesty's Government, at the same time stating his opinion, that though the sanguine hopes then entertained from the firm, or rather, as they themselves described it, the ferocious character of the Spanish nation when roused into action by wrongs or insult, prevented their entertaining any immediate contemplation of reverse or disaster; he thought he could perceive that in such an extremity, Gibraltar would be the point to which the new King of Spain would direct his retreat, and though he felt confident he should be fulfilling the wish of the King in affording an asylum to an illustrious fugitive from French oppression, yet beyond this point he should proceed with diffidence and caution, if not first honoured with His Majesty's commands. Whatever were the views entertained by Gen. Castaños and the friends of the Spanish monarchy at that moment, they were frustrated by the unexpected journey of Ferdinand VII. to Bayonne. Many other important communications with Gen. Castaños subsequently took place, which, with the succession of events as they arose in Spain, were communicated by Sir Hew Dalrymple to Lord Castlereagh; but notwithstanding the urgent manner in which he had prayed for instruction in his important dispatch of the 8th of April, no acknowledgment of any of these dispatches reached Gibraltar until the 8th of June.

Sir Hew Dalrymple was thus compelled to take upon himself a larger share of responsibility than has often fallen to the lot of any British officer. He felt that the energy of the people in the South of Spain might be damped, if he did not promptly and decidedly act. He therefore did not hesitate to afford that assistance to their cause which he was enabled to do from his command of the fortress of Gibraltar, and by so doing he obtained their entire confidence. He had no doubt that his conduct would be viewed in the most favourable manner by his Sovereign, and that it must be the policy of the British Government to aid a great nation in their resistance to the usurpation of Buonaparte; but, nevertheless, he felt that he was acting without instructions, and that for a considerable time after His Majesty's Ministers might have afforded them to him.

Before those instructions arrived, Sir Hew Dalrymple had given every assistance to those with whom, when he last heard from England, she was in a state of war. His decided co-operation had enabled Gen. Castaños to withdraw the garrison of Ceuta, and a timely loan from the merchants of Gibraltar had assisted that General in putting his troops in motion from the camp of Algesiras. He had also sent the corps under the orders of Major-Gen. Spencer, who had been destined for another service, to join Admiral Purvis off Cadiz, to be ready, in conjunction with the British squadron, to assist the operations of the Spanish army, should their services have been required by Gen. Castaños. He had not failed to communicate the circumstances as they arose to Lord Collingwood, with whom he was in constant and confidential correspondence; and who, in consequence of the information he transmitted to him, left the fleet off Toulon the end of May, to resume his command off Cadiz. Those who were acquainted with the state of Andalusia, and the other provinces of Spain, from the Straits of Gibral-

tar to Barcelona, in the summer of 1808, will be able to bear testimony to the sense of obligation that was expressed by the local governments, and by the people at large, to the Governor of Gibraltar. They felt that, but for his assistance, Gen. Castaños would not have been in a situation to fight the battle of Baylen; they felt that he was not merely a zealous advocate for the sacred cause they had undertaken, but that in him the Spanish people had a friend to whom they might look with confidence. Nor were His Majesty's Ministers insensible to the services Sir Hew Dalrymple had rendered to his country. When they found that the energies of the people of Spain were roused against their invaders, and they were determined to send a British army to their assistance, His Majesty was advised to entrust the command of it to Sir Hew Dalrymple. He received, on the 8th of August, a letter from Lord Castlereagh, acquainting him that His Majesty, highly approving the zeal and judgment which had marked the whole of his conduct, under the late important events which had taken place in Spain, had been graciously pleased to entrust to him *for the present*, the chief command of his forces to be employed in Portugal and Spain, with Sir Harry Burrard as second in command; the charge of the garrison of Gibraltar being entrusted, during his absence, to the officer next in command. But before Sir Hew Dalrymple could leave that fortress, the arrival of Prince Leopold of Sicily, on board a British line-of-battle ship, accompanied by the Duke of Orleans, for the avowed purpose of offering himself as Regent of Spain, during the captivity of her Bourbon monarch, again called for the judicious but delicate interference of Sir Hew, who pointed out the mischievous consequences that he thought would attend such a measure, which was therefore given up by Prince Leopold, and the Duke of Orleans proceeded to England.

On the 13th of Aug. Sir Hew Dalrymple sailed from Gibraltar to join the main body of the troops that were coming from England under Sir Harry Burrard, whose first efforts were directed towards the deliverance of Portugal from the French, under Junot, as a preparatory step to the principal object of co-operating in the relief of Spain. Having communicated with Lord Collingwood off Cadiz, and Sir Charles Cotton, who was off the Tagus, blockading the Russian fleet which had taken refuge in that port, Sir Hew Dalrymple was proceeding towards the rendezvous at Mondego Bay, when he received intelligence that a victory had that morning (the 21st of Aug.) been obtained at Vimiera by Sir Arthur Wellesley; and that Sir Harry Burrard, having left the reinforcements from England under Sir John Moore at Mondego Bay, had landed and taken the command of the troops on shore. The defeated French had retired to the position in rear of Torres Vedras; and the British remained on the ground where they had been attacked by Junot. It then became the duty of the Commander-in Chief not to allow a separate corps to remain under the orders of an officer not originally entrusted with it, but who had been appointed second in command to himself. He, therefore, landed at Maceira on the morning of the 22d of August; and having communicated with Sir Harry Burrard and Sir Arthur Wellesley at the head-quarters at Maceira, and given directions for the advance of the army at daybreak on the 23d, was proceeding to Sir Arthur Wellesley's quar-

ters at Vimiera, about half a league distant, when he was informed that Gen. Kellerman had arrived with a flag of truce from Junot. The object of his mission was to propose, on the part of the General-in-Chief of the French army, a suspension of hostilities, in order to settle a definitive convention for the evacuation of Portugal by the French troops, with their arms and baggage. Lieut.-Generals Sir Harry Burrard and Sir Arthur Wellesley assisted in the discussions which took place upon this occasion; and Sir Hew Dalrymple, (who had not been four hours on shore,) adopted the measure, because it was thought advisable to allow the French to evacuate Portugal with their arms and baggage, and that every facility should be given them for that purpose, from the relative state of the armies, on the evening of the 22d; considering that the French had then resumed a formidable position between us and Lisbon, that they had the means of retiring from that position to others in front of that city, and, finally, of crossing the Tagus into Alentejo, with a view to the occupation in strength of Elvas, La Lippe, and eventually Almeida, and that the French troops were in fact at that moment in military possession of the whole of Portugal, except the ground on which the British army stood.

The Convention was negotiated at Lisbon by Lieut.-Colonel, now Sir George Murray, one of his Majesty's Principal Secretaries of State, and being concluded upon the basis agreed upon at Vimiera, was ratified by Sir Hew Dalrymple at the head-quarters at Torres Vedras. The advantages gained by it were immediately acted upon. The Buffs and 42d Regiment, which had arrived and were with Sir Charles Cotton's fleet, were consequently landed, and took possession of the forts which command the entrance of the Tagus, where the Russians still remained blockaded; and the army also, passing the formidable position thus ceded by the French, advanced towards Lisbon.

The dispatch inclosing the convention was, by these early movements, forwarded from the head-quarters at Cintra, in the cantonments which had been obtained by its provisions. From this circumstance, the convention improperly derived the name of the Convention of Cintra, adding thereby an erroneous cause of misrepresentation and blame to the whole transaction; for few events have ever taken place in the history of this country that have created so strong a sensation as this memorable convention. The Government of the country itself had formed an erroneous opinion of the strength of the French army, and the country they still occupied after their defeat at Vimiera, and exerted themselves but little to allay the popular ferment. Whilst things were thus proceeding in England, Sir Hew Dalrymple was putting into execution, according to the *strictest interpretation*, the stipulations of the convention, and had sent Gen. Beresford and Lord Proby as Commissioners to Lisbon for that purpose. He had also the difficult task of arranging the Government of Portugal. Here he was again left to his own discretion. His Majesty's Ministers, not foreseeing the immediate and entire liberation of the kingdom of Portugal, which had been so early effected by the convention, had not given him those explicit instructions that were requisite; and he soon found that he had to contend with local jealousy and personal ambition. The people of Oporto had been relieved from the rule of the French

by the landing of Sir Arthur Wellesley; they had immediately formed a Provisional Junta of Government under their Bishop, and they wished to assume to themselves the Government of the country when the French should be expelled; projects of ambition which had received the sanction of some British officers who had landed at Oporto direct from England. Sir Hew Dalrymple thought it his duty not to encourage such views, but, on the contrary, to re-establish as far as it could be done, the Regency at Lisbon, appointed by the Sovereign of Portugal, omitting those members who had joined themselves to the French, but recommending that the Bishop of Oporto should be chosen into it, according to the manner prescribed by the constitution of the Regency, for filling up the vacancies that might arise.

Sir Hew Dalrymple little thought that the misrepresentations of the Junta of Oporto would be attended to by the Government at home, in opposition to the strong assurances of support and perfect reliance in his judgment, that he had received from his Majesty's Ministers through Lord Castlereagh. He, therefore, steadily pursued his course, and when he received his order of recall, the army under his command were in a state of preparation to advance into Spain as far as was compatible with the uncertainty in which he was left by his instructions, as to whether it should be his Majesty's pleasure that they should proceed by land, or embark for the north of Spain, for which latter purpose an ample number of copper-bottomed transports were at anchor in the Tagus.

Lord William Bentinck had been selected and sent by him to concert with Gen. Castaños and the Spanish Generals at Madrid, the plan of future operations, and to make arrangements for the supply of the army if it should enter Spain. Brigadier-Gen. Anstruther, who had been sent to superintend the evacuation of Almeida by the French, had orders to obtain every necessary information, should the army enter Spain by that route, and Sir John Hope was ordered to occupy, with a considerable body of troops, an advanced position towards Elvas, where Colonel Graham (now Lord Lynedoch) had been previously sent to remonstrate with the Spanish General Galuzzo, on the obstacles he was throwing in the way of the evacuating of that fortress by the French.

The last act of Sir Hew Dalrymple's command, even after he had received his order of recall, was to equip and embark on board British transports, 4,000 Spanish troops, who had been imprisoned in ships on the Tagus by the French, and to send them by Gen. Castaños's request, in which he was supported by Gen. Galluzzo, to join the army of Catalonia, together with 10,000 stand of arms for the use of that province.

On Sir Hew Dalrymple's arrival in England, a Court of Inquiry was ordered, to inquire into the Convention. In this brief memoir it is unnecessary to say more upon this subject, than to remark, that although the majority of the Court approved of the convention, and unanimously agreed there was no cause for further proceeding: although Sir Harry Burrard returned to the staff of the London district, which he had left to go to Portugal; and Sir Arthur Wellesley was sent to assume the command of the army in Portugal, where he was destined to prove, by his glorious defence of the lines of

Torres Vedras, the strength of that position, which the French occupied after their defeat at Vimeira until the signature of the convention; Sir Hew Dalrymple was deprived of his command at Gibraltar, and retired into private life under the weight of his Majesty's displeasure, expressed through the Secretary of State, on account of those articles of the convention said to affect the interests or feelings of the Spanish and Portuguese nations: a censure which he had the consolation of thinking he had not merited, and which was the more unexpected, as Lord Castlereagh had declined laying before the Board some important documents, and amongst others those which had reference to the views and proceedings of the Bishop and Junta of Oporto, as being irrelevant to the subject of inquiry; and also a letter from himself to Sir Hew Dalrymple, dated 20th August, which contained the following sentence: "In the mean time, and whilst the necessary measures are pursuing to collect information, I trust you will not hesitate to use the full discretion with which you have been invested, in such manner as your own excellent judgment may point out to you to be for the advantage of his Majesty's service, without deeming it necessary to wait for authority or instructions from home; and I can safely assure you that you will find, not only in me but in my colleagues, the most sincere and cordial disposition to support you in the exercise of a responsibility, which I am persuaded you will not shrink from in any instance, where the good of the service may be promoted by your acting without reference home." Sir Hew had withdrawn these documents from amongst those he had himself submitted to the court, supposing that the Government did not wish them to be made public; and little dreaming that that part of his conduct on which they denied him investigation, was to be the ground of heavy censure—to deprive him of the command at Gibraltar, and any active participation in that profession which had been the pride and the occupation of above forty years of his life.

Sir Hew Dalrymple had soon the satisfaction of observing a change in the public opinion as to the wisdom of the convention for the evacuation of Portugal, and he subsequently received some gratifying marks of Royal favour, particularly in 1814, when honorary distinctions were conferred upon those officers who had distinguished themselves during the war. His Royal Highness the Prince Regent was graciously pleased to create him a Baronet, as a mark of approbation of his services.

He never doubted, that, when the subject of the convention in Portugal, and the share he had in the transactions of that period should become a matter of history, due justice would be done to him; and he happily lived long enough to see his expectation realized in Dr. Southey's and Colonel Napier's Histories of the Peninsular War; works that must be referred to by the future historian, and the latter of which, from being written by an officer of distinction, and bearing such evident marks of talent and military science, must ever be deemed a classical work by his profession.

SERVICE AFLOAT DURING THE LATE WAR.*

BEING THE PERSONAL NARRATIVE OF A NAVAL OFFICER.

NELSON AND THE COMBINED FLEETS.

On the 28th of January, just as we were about to proceed from the Downs on another cruise, an order was received for my transfer to His Majesty's ship N——, fitting out at Woolwich, and I was forthwith discharged into the Utrecht, for an opportunity of joining her. The Utrecht, an old Dutch sixty-four, was the guard and receiving ship of the port, and bore the flag of Vice-Adm. Patten.

Among other supernumeraries on board, was a midshipman, one of my late messmates in the P——, who, in the hurry of that vessel's sailing, having been left on shore, had reported himself, according to custom, on board the guard-ship. Though this officer had long since cut his "wise teeth," or in other words, had left far behind him the utmost verge of that period usually assigned to the attainment of discretion, he had, however, only recently bethought him to inscribe his name among the candidates for naval fame, only two or three weeks having elapsed since he had made his *début* in the P——. This tyro in "the windpipe slitting art" measured some six feet and an inch in stature, with a bulk corresponding thereto. Such a midshipman, if physical volume and capability could have been substituted for intellectual calibre and professional experience, would, at an earlier period, while we were, as I before stated, so lamentably deficient in this useful branch of the service, have been a desirable reinforcement, as he then might as effectively have supplied the duty, as he effectually monopolized the space in our little berth, (six feet and a-half by five,) of two or three ordinary-sized "reefers." In his uniform, of provincial cut, which at once bespoke the green-horn, and in full panoply, with his belt braced round his portly carcase, *à la Falstaff*, his whole appearance instinctively became associated with the grotesque reminiscences of that merry knight of the olden time, as portrayed by Shakspeare.

This, with the *gaucherie* of one who had not yet "got his sea-legs on board," and seemed altogether out of his element, harmonized as little with that well-known badge of many an embryo hero, the weekly account, as the luxuriant ringlets of sweet sixteen gracefully waving over the wrinkles of age and decrepitude, or a doll in the hands of my grandmother. And now, when placed in broad contrast with the swarm which surrounded him of the more juvenile of the class, to whom, unlike the sister service, the idea of boyhood or extreme youth is commonly associated, the incongruity seemed so ludicrously striking, that it will not be wondered at that he should have become a dead mark for the jokes, practical and otherwise, so much in vogue among these mischief-making and laughter-loving denizens of the cockpit; who, always alive to the ridiculous, seize on a prominent trait or peculiarity with a singular acuteness of discrimination, marking it at the same time with some appropriate or whimsical *soubriquet*; thus our hero was already well known among the squadron by that of the Infant. Among the thousand and one tricks constituting the redoubted

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* Continued from page 545.

ordeal to which in the good old times a new comer was exposed, there was the lanyard cutting, which, like a stroke of legerdemain, at once transfers the snorer from the horizontal to the vertical, or haply from his downy couch to the hard deck. The sluicings by which the unfortunate novice awoke from his peaceful slumbers, and from some delightful vision of the rich domains and splendid *salons* of his father's, by a deluge of cold water poured on his devoted head, starts wildly up in his hammock, impressed with the notion of drowning, and strikes out manfully to the cry of "Heave him a rope!" "a rope!" resounding through the submarine regions of the orlop. And then there was the courts-martial, with the cobbings, and all their concomitant pranks and drolleries. These and many other gambols, of which the memory is fast fading away, were now played off on our Infant. When cited before the above tribunal of the elders of the mess, for certain infractions real or supposed, the burlesque inquiry, according to the forms prescribed by the naval code, generally terminated by finding the delinquent guilty, and adjudging the penalty of cobbing. This, however, was not easily carried into execution, and the *denouement* of this highly ludicrous farce sometimes threatened to become tragical. When standing at bay, like a huge bear beset with whelps, as he resisted the host of urchins, constituting the marine *gens-d'armerie*, appointed for the purpose, woe to the unlucky wight who came within the gripe of his ponderous clutches. On these and other similar occasions, what droll scenes, what "jibes and jokes that were wont to set the cockpit in a roar," and occasionally seasoned with the true attic salt too, have I not witnessed in this and other ships; and although this species of licence may not at all times, when the joke is carried too far, be strictly defensible, allowance must be made for the ebullitions of juvenile vivacity, concentrated by the circumscribed limits of its action. For in morals, as in physics, the animal spirits sometimes but ferment by coercion or restraint, and burst forth, where they find a vent, with an elasticity and force in the ratio of the endeavours made to compress them. This faint but real sketch of life in a cockpit, may moreover serve as a lesson to other children of a larger growth, who, like our Infant, may either mistake their profession—and not a few there have been, who forming a false estimate of their capabilities, but too late rue the day when they quitted their mother's apron-string—or those who in like manner may make their *début* in it at so late a period as to render their ultimate success more than problematical. For as the old song says, "D'ye mind me, a sailor should be every inch all as one as a piece of the ship," and the time has been when both officer and tar, real 'Hearts of oak,' might well have been considered such; but they can rarely be so unless the individual enters the profession at an age when the ductile mind readily yielding to, and imbibing new impressions, can without an effort conform itself to every vicissitude and change; making its home as well on the mountain wave, as the landsman's on the mountain shore: in short, to form a genuine British man-of-war's man, a class truly unique, it is necessary to be reared among perils, hardships, and privations. Of all this our Infant was a striking illustration, and already he evinced evident tokens of repentance for the rash experiment which he had been tempted to make.

In about a fortnight, an opportunity occurring, by the Dart sloop proceeding to Sheerness, I took a passage in her to the Nore, where the N——, being hourly expected, I was put on board the Zealand, there to wait her arrival. This old guard-ship bore the flag of the Port-Admiral at Sheerness, and was the general depôt for men of every class and denomination, from among whom the ships of the fleet, from time to time equipping, were either wholly manned or their crews completed; forming also, at the time of which I am speaking, a receptacle for part of that scum of which those skilful moral physicians, who administer the salutary medicine of the laws, deem it expedient from time to time to purge the many-headed monster, or (to use another figure) relieve the body social of the Modern Babylon. Every now and then fresh cargoes of bipeds arriving by the tenders from the Thames, were consigned to this Pandora's box. Here might be seen confounded in one heterogeneous mass, beings of all sorts and conditions: the convicted delinquent of theft, whose punishment is commuted to the honour of serving in his Majesty's fleet,—a handsome compliment to the profession at large: the manly and athletic smuggler, whose pensive and abstracted, though determined, air, as he paces with folded arms the deck, forms a striking contrast to the meagre and insidious lineaments and mean appearance of these gaol birds, whose penalty he, however, shares, for the more venial depredations against the revenue: the pale-visaged artisan—the care-worn bankrupt tradesman—the runaway apprentice—the dandy victim of play or licentiousness, and the comedian, both distinguishable by an exterior of the shabby genteel; and haply in some obscure nook between the guns, courting a seclusion not easily found, in all the silent attitude and eloquence of grief and despair, the kidnapped father of a family, torn suddenly away, and, perhaps, about to be exiled from them for ever.

In consequence of the uncertain tenour of a sojourn in this ship—the stay of each individual being at the mercy of all sorts of contingencies, the wanton spoliations of the *menage* on quitting, as well as the occasional depredations of the light-fingered gentry, who, such is the force of habit, still continuing to labour in their vocation, like the Scotchman, thought it no sin "to pick up the wee things that lay aboot the decks"—the accommodations for supernumeraries of every description, midshipmen, warrant, or petty officer, were but of a very equivocal and scurvy description. Happy was he who, discharged at that most dubious of hours for hungry supernumeraries, noon, could on his arrival, after no small contention at the gloomy portal of the victualling department with Jack o' the Dust, or the officiating deputy, vindicate his claim to rations for the day, and receiving the tardy portion in time for supper, succeed by dint of hard words in accomplishing, amid the universal strife and confusion in the galley, the process of the *cuisine:* thrice happy if, when this was achieved, he could muster a knife, a plate, or saucer to eat off,—some vessel in which to receive his gallon of swipes,—or if, as a petty officer, he luxuriated in grog, a broken cup, or the lid of a tea-kettle, to drink out of. Every individual not belonging to the ship, under the rank of a commissioned officer, was liable to fare thus on board the Zealand, unless by previous acquaintance, or an introduction to some of the warrants or petty officers,

they might be accommodated per favour in their messes. On making the very natural inquiry on my arrival of where I was to mess, and after an interval spent in vainly exploring the gun-room, and the dismal unillumined submarine orlop, at the risk of breaking my head or my neck in its intricate navigation, by running foul of beams, stanchions, bulkheads, or cordage, for some hospitable token of the midshipman's domicile, without having caught a glimpse of one solitary "weekly account;" some one at length took me forward to the fore-cockpit: here groping our way, as well as the dubious light from the fore-hatchway permitted, to the starboard wing, we reached a bulkhead, a door in which my conductor pointed out as the entrance to the berth appropriated to supernumeraries of my grade: this admitted us into a narrow *cul de sac*, or blind alley, the exact width of the door, about three feet, extending athwart to the side of the ship.

At the extremity of this den dimly glimmered the remains of a "purser's moon," stuck in a quart bottle, the neck and sides of which were enamelled by the luxuriant streams occasioned by the wasting of its long and unsnuffed wick. The doubtful radiance which this shed, though barely sufficient to "render darkness visible" at one end of the apartment, was sufficient in that in which it was placed to show that no lavish expenditure in the ornamental had ever been made, neither did it disclose any greater portion of the useful. The whole was in that rigid style of patriarchal simplicity, which scorning the aid of art to embellish, seemed with a truly ascetic taste at no small pains to deface, and, with a scrupulous nicety, entirely to exclude all those refinements of modern luxury, considered in these degenerate days of steam and intellectual progression, so much among the necessary conveniences of life, as to be met with more or less in the hovels of the meanest paupers. Nor table, nor chair, bench or shelf was there; a large billet of wood placed on end, the original purpose of which seemed to have been either a butcher's block, or the pedestal of the armourer's anvil, occupied the place of the former, and two or three rusty spike nails served some purposes of the latter. By certain mouldering tokens of a dingy white remaining about the upper parts, and from time to time peeling off, it appeared that the interior had once been whitewashed. But this the constant vapour from the burning of oil and candles had long since replaced with a more permanent hue; and overhead the beams, carlines, and deck, were variegated with sundry hieroglyphics, and black patches, wantonly executed by its ever changing tenants. But for the honour of the profession, think not gentle, though uninitiated reader, that this is to be considered as a general specimen of a midshipman's berth even in a guardo; "*au contraire*," those which I had just quitted in the Utrecht were precisely the Antipodes of all this, and were even embellished by the gilder's as well as the painter's art.

At the extreme end of this truly unearthly abode, within the flickering halo of the beforementioned "glim," seated on a trunk, and listlessly leaning over the aforesaid table, "like Patience on a monument," ruminated a poor solitary reefer. No ceremony of introduction was necessary; the freemasonry of congenial circumstances instantly made us at home; and while we merrily discussed some boiled beef and potatoes, served up on a wooden platter lent by some charitable Samaritan, and

which by dint of teeth, fingers, and the occasional loan of my new messmate's knife, I contrived to relish amazingly well, he amused me with some of the history and humours of the old guardo: from him I learnt that our dungeon, originally one of the warrant officer's storerooms, had subsequently been used as a coal-hole, the appropriate name of which it still retained.

By the aid of my messmate's experience, less a novice than myself in the ways of a guard-ship, and the assistance of the bum-boat woman, who supplied us with that never-palling luxury of amphibious bipeds, "soft tack," and a few other extras, we made it out not so badly after all; and as for the minor inconveniences of our accommodation, which at a later period of life might be regarded as serious evils, they were thought of but as matter of merriment.

At the end of a week, however, no ship making its appearance, nor any opportunity of proceeding to her by the tenders, I at length bethought me that it might not be amiss, if permission could be procured, to go round by land to join her: and a very inauspicious idea it turned out, for it not only led me into a train of untoward adventure, but might have been, but for an event quite unforeseen, the cause of my missing the ship altogether on this side the Atlantic. On reaching Chatham by the passage-boat, I found myself, contrary to expectation, too late that day for the Gravesend stage, and on arriving at the latter place the following day at noon, I had the disappointment to find she had sailed the same morning for the Nore. Fearing, therefore, to lose her altogether, I lost no time in retracing my steps. With the ordinary improvidence of youth, I had set out with funds barely sufficient to take me to my ship, not at all foreseeing any of these contingencies; and by the time I reached Chatham in the evening, fatigued and half-frozen—for it was a bitter wintry day in the middle of February, and I was outside the coach without a great coat—the treasury was fast ebbing. The packet not sailing till the following morning at four, I was fain to sit up until the moment of embarking. At length, in utter darkness, and in a thick fog, that prevented us seeing beyond our noses, we took our departure. Misfortunes seldom come alone. We had only proceeded a few miles down, when we ran aground in the mud near Gillingham, and stuck fast. On regaining Sheerness, no frigate was to be seen, and as I could not return to the guard-ship that day, it was necessary in the mean time to provide myself with quarters, for I stood in need of both food and rest, but by this time the payment of my last shilling had made it so dead low water with me, that I was completely aground, the very picture of a "Midshipman in distress;" and to "raise the wind," I was fain to make application to that fiend in need, "my Uncle" of the Golden Balls, who, with the conscientious liberality that distinguishes the fraternity, generously offered me about an eighth of their worth for some valuables which I had about me. On resuming on the following day my old berth in the coal-hole, I found the ship had been obliged, by the bad weather, to put back to Gravesend, and she did not arrive until two or three days after.

The N—— was one of the class of small thirty-two-gun frigates, built of fir, and hastily run up at this period:—the N—— in the short space of six weeks from laying down her keel. Built, as I believe they

were, for experiment, the result was by no means of a nature to gratify any very sanguine expectations that the projectors might have formed of their capabilities as men of war. This ship, although from the first supplied with an extra proportion of ballast, on leaving Gravesend proved so crank, that it was found necessary to put back and wait more moderate weather; on arriving at the Nore, it was thought expedient to take her into Sheerness harbour, where all her masts were reduced, and an additional supply of ballast taken in. Few ships could be less qualified for the purposes of war. These exceptions, however, at that time influenced but little either my waking or sleeping dreams. I was satisfied with the immediate advantages of the change into a larger ship, and was much too agreeably occupied with the present to trouble myself about the chance on some squally night of "turning the turtle," as Jack facetiously calls upsetting, or other future contingencies.

The required alterations detained us a fortnight in the Medway. When these were completed, and the crew paid their wages, we proceeded on to Spithead, where we remained a few days, and after a boisterous passage down Channel, reached the Cove of Cork, where a convoy was assembling, which we were destined to take charge of to the West Indies. Adverse winds, and the tardy arrival of some of the ships, detained us in this place a few weeks. At length, on the 23d of March, the whole, consisting of two hundred and fifty sail of merchant ships, weighed with a fair wind, and by sunset were clear of the harbour.

Few spectacles are more striking or animating than a numerous convoy like this in motion, stretching far and wide as the eye can reach, and spreading "their white bosoms" to the gale as they scud before it, "the dullest sailer wearing proudly now;" while in the curling foam of the wave, ploughed up by each dashing prow, shoals of porpoises sport and roll a-head, or, contending in the race alongside, the grampus, the bonnetta, or the dolphin, alternately exhibit their fins above the water, contrasting their brighter hues with the deep purple of ocean. Ever and anon a swarm of flying-fish, shunning their scaly tyrants, emerge from the deep, and skim their evanescent flight along the surface through the froth of many a breaking billow, as the sun's rays, refracted through the snowy spray, exhibit all the prismatic colours of the rainbow: or in light winds, the little nautilus, with purple pride, expanding his transparent sail; or that constant attendant of the calm and of smooth seas, our old friend and never-failing visitor the shark, with his faithful attendants the diminutive pilot-fish. Of the ravenous voracity of this hyæna of the deep, I have witnessed some extraordinary instances. One huge fellow, during this voyage, who had been prowling as usual under the stern in a calm, seeking whatsoever or whomsoever he might devour—for of a truth "John Shark," though a glutton, is not dainty, and in gastric power might well vie with the iron-stomached ostrich—seized every thing that came in his way—bits of canvass, paper, or even broken crockery; until at length the hook baited with the usual lure of salt pork was offered him. This was laid hold of in an instant, and he was hauled up to the taffrail, but, before he could be got on board, his convulsive efforts disengaged him from the hook, and he returned once more to his own element. Although the mouth of this animal must have been dreadfully lacerated in the struggle, the bait was no sooner put over board again, than it was attacked

with a similar avidity, and again he got loose, after tearing away part of the mouth. A third time he seized it, and was finally secured on board.

After a tedious passage of two months, unmarked by any circumstances of note, we arrived on the 22d of May, without accident, in Carlisle Bay, Barbadoes, off which island the fleet separated to proceed to their several destinations. Here we learned the arrival of the combined French and Spanish fleets, under Villeneuve, which had reached Martinico on the 14th; and not many days after, we were very near experiencing a somewhat disagreeable confirmation of this news by falling into their hands. On our way from St. Christopher's, whither we had gone on with the trade to Prince Rupert's Bay, Dominica, we had on the night of the 25th passed unobserved through a division of them cruising off that island, from whence they were still to be seen a few leagues distant in the morning; the darkness of the night alone saved us, as it was evident we must have passed through the midst of them. Once in this bay, we continued to be so closely watched, that it was no easy matter to get out again. The ship was therefore moored, and we were content to wait a more favourable opportunity for a start.

In a few days the enemy's movements coinciding with certain information received of a premeditated attack on the island, or the ships in the bay, we took up a more favourable position. The marines were sent on shore to join the garrison, and the seamen of the merchant ships to man the batteries at the Cabritts, where, under the personal superintendence and command of the Governor, Gen. Sir George Prevost, every preparation was made to give the enemy a warm reception. In fact, at daylight of the 6th of June, matters assumed a less equivocal and more threatening aspect. The whole combined fleet of twenty-one sail of the line and four or five frigates, appeared off the Bay, at little more than gun-shot distance, and as no one doubted their object, all were on the alert, and with a corresponding interest awaited the *denouement* of the scene. It being a dead calm, they remained in the same position motionless off the anchorage the greater part of the day; and as the want of wind apparently prevented the farther developement of events, every fresh token of the awakening breeze, as now and then a faint air from the valleys rippled the smooth surface of the waters, was anxiously watched.

At length, between three and four P.M. a steady breeze sprang up, which filled the sails of the enemy's ships, and which, with a feeling very nearly akin to disappointment, we saw them avail themselves of to make all sail to the northward. This was soon accounted for by the arrival in these seas of the fleet under Lord Nelson, information of which having just reached us, no time was to be lost in advertising his Lordship of the enemy's route and movements, and these were barely out of sight when we put to sea in search of him.

Lord Nelson, with his characteristic promptitude and decision, on missing the French fleet from Toulon, having traversed the Mediterranean and looked into Alexandria in search of them, had on his own responsibility followed them to the West Indies, arriving at Barbadoes after a passage of twenty-four days, on the 4th of June. At this place, where he only remained just long enough to complete his water and embark two thousand troops under Gen. Myers, and where at headquarters, if any where, he reasonably expected to be furnished with

correct information, he was, it seems, completely bewildered and led astray. Taught to believe the enemy's fleet were at Trinidad, the extreme southern point of the curve formed by the Antillas, when in reality they were operating on the centre of that curve, in the neighbourhood of Martinico, and consequently in that of Barbadoes, he had gone a wild-goose chase in the direction of the former island to look for them, and it was on their return from the fruitless search, we descried our fleet early in the morning of the 9th, off Grenada. Thus was five or six days thrown away; an interval, which, employed as it should have been by an enterprising enemy, might have been productive of serious events. But, thanks to their supineness, they did not profit by our errors. With a force that insured uncontrolled command in these seas, their inactivity seems quite unaccountable; nearly a month had elapsed, and all that they had hitherto achieved was the reduction, after a protracted and gallant defence on the part of the little garrison, a sloop-of-war's complement of seamen, under Commander Morris—of the Diamond Rock.* Up to the moment of our appearance, all traces of the enemy's fleet had been lost, and we found ours under easy sail, waiting intelligence from the shore. That which we so opportunely brought was therefore highly welcome; and no sooner was it communicated, than the whole fleet, in sailing order, was under a cloud of canvass in pursuit.

Nothing can be imagined finer and more imposing than the appearance of this superb fleet, sailing in compact order in two lines. At this moment, it consisted of thirteen sail of the line and four frigates, and the uniformity of the whole, every ship being painted the same, their bright yellow chequer-painted sides reflecting like burnished gold the rays of a tropic sun, produced, as they glided majestically and undeviatingly along the pathless way, a highly striking effect. Every ship was in the most admirable condition and state of discipline; and though thirteen to twenty-one was somewhat fearful odds, such was the confidence in our naval superiority and the hero who commanded, whose very name was a host, that there was not the smallest disinclination to try the result of a brush.

In St. John's Roads, Antigua, the fleet anchored for the purpose of shifting the troops taken on board at Barbadoes; these being distributed into the Northumberland, 74, bearing the flag of the Commander-in-Chief of the Leeward Island station, Sir Alexander Cochrane, and some smaller vessels, of which we were one, his Lordship lost no time in following the enemy, and the same evening, with twelve sail of the line, bade his final adieu to the West Indies. The next

* This very singular rock, sometimes called Devil's Island, or, by the French, Isle de Barque, is about three quarters of a mile distant from the southern shore of Martinico: it has the shape of a sugar-loaf, rising abruptly from the sea to the height of 600 feet, and the ascent being on all sides nearly perpendicular, the summit is accessible but with extreme risk and difficulty. Nevertheless, our seamen, under Sir Samuel Hood, succeeded, a few months previous to its capture, in getting up some 24-pounders, by means of hawsers from the decks of the Centaur, 74, moored under it: these proved of great annoyance to the enemy's coasting trade. In an attempt which I once made to scale its steep sides, I succeeded, after intense exertion, in nearly reaching the top; but so overpowering was the heat, and such was my extremely critical situation, that I frequently expected to be precipitated to the bottom by the mouldering away of the rock under my feet, and congratulated myself not a little on reaching once more firm and level ground.

morning we also quitted Antigua, literally crammed with troops, part of the 15th Regiment, and, in company with the Northumberland and two or three others, proceeded to Carlisle Bay, where they were all disembarked.

During our confinement in Prince Rupert's, disease had crept into the ship, five or six of the crew having fallen victims to it at that place, and while in St. John's Roads, we lost our second-lieutenant. The case of this officer was a strong instance of the effect of apprehension in predisposing to the prevailing malady of this climate; and although I wish not to deny the occasional, no less powerful, though disputed influence of contagion, yet sure I am, from this and several other fatal instances of which I have been an eye-witness, that nothing more strongly superinduces to this scourge of Europeans than sympathy or fear. This officer, a remarkably healthy, robust man, inclined to obesity, had, during the greater part of the passage from England, evinced a singular dread of contracting the yellow fever,* and which the unsparing raillery and jokes of his messmates, as is usual with a Johnny Newcome—this being his first visit to the tropics—did not tend to diminish. He was unanimously voted food for the land crabs, his vacancy was already disposed of, and the terrific vision of "Yellow Jack" was constantly present to his frightened imagination. These prognostications were but too fatally verified; he suddenly took sick as above mentioned, and in a very few hours died in a raving delirium.

At the beginning of August, being sent on a cruise off the Spanish island of Porto Rico, we had scarcely reached our destination, when, through the inexperience or neglect of a very young, but powerfully patronised officer, who had charge of the middle-watch, the ship was run aground on a shoal off Cape Roxo, the south-western extremity of the island. For several hours we remained, in spite of every exertion, by carrying out anchors, starting water, &c. in a very critical situation in the vicinity of a hostile shore; had the Spaniards promptly attacked us with the smallest force from the neighbouring port of San Juan, or had it come on to blow, our case would have been equivocal indeed. Fortunately, before either of these took place, we succeeded in heaving her once more afloat.

A few days after, the boats being sent into the harbour of Dead Man's Chest, on the south side of the island, succeeded in bringing out three small Spanish schooners; and on the 11th of Aug. a similar enterprise was attended with a like success in the capture (in spite of a spirited opposition on board, and the fire of a battery under which she was moored,) of a handsome armed schooner, Los S——, with a cargo of dry goods of considerable value.

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* Another strong instance of the frightful ravages made by this disease, when it once obtains a footing, was exhibited by the regiment—the 15th—above quoted. These had only arrived by the fleet convoyed by us to this country, and on their recent disembarkation from our ship, where we had become intimately acquainted with the officers—a remarkably fine set of young men—constituted as healthy and as effective a corps as might be seen; we had only been absent three months, when on visiting the mess, we found two-thirds of the officers, and the greater portion of the men, either dead, or on their last legs.

[To be continued.]

CAVALRY TACTICS.

MOVEMENTS BY THREES.

THAT movements by threes should have so long continued to form an integral part of our cavalry tactics, when they have been nearly discontinued in all practical field movements on the Continent, is a circumstance which naturally excites inquiry into the causes of our prepossession. Are we right and the Continentalists wrong? or do we, in the true spirit of British persistency, merely continue because we have begun—travel the same road now, however bad, because we have travelled it before, and heedless of the difficulties, intricacies, and circuitousness of the favoured path, still obstinately toil along its course, unmindful of the impediments which are opposed to us, and regardless of the smooth and direct route, which has been traced by the practical hands of our neighbours, and the testimony of those who have experienced its benefits?

An analysis of this popular system will best prove its claims to such a long continued patronage, and as it is understood to occupy as conspicuous a place in the revision of the cavalry regulations, which has lately been submitted to the Adjutant-general by the distinguished inspector of cavalry, as it did in the work of which this is intended to be a revision, the subject must be at present looked upon with more than an ordinary degree of interest by cavalry officers.

We can refer our readers to no better explanation of the principle on which the wheel of threes in cavalry is performed than the accurate and ingenious invention of Lieut.-Col. O'Donnel, who, with much judgment, preferring the mechanical to the mathematical mode of proof, when a subject purely practical was to be considered, has, as it were, absolutely placed before us both men and horses, and to complete the representation has rendered them moveable.*

By this skilful contrivance, the accuracy of which was established by actual measurement, we are furnished with the following data.

That the extreme breadth of a mounted file is two feet eight inches, that the average length of a horse is eight feet two inches, that files formed in line with intervals of six inches from knee to knee, will, when wheeled by threes to a flank, preserve only a distance of about one foot three inches between their ranks, and that the rear will be separated from the front rank sections of threes by about three feet four inches.

The flank movement will also cause a trifling prolongation of the line which marked the front position of the files, in the direction to which that movement is made.

Now, it is well known to every experienced cavalry officer, that the distance of one foot three inches between ranks, is totally inadequate

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* Vertical representations of six mounted files on moveable pivots, the whole formed of pasteboard, accompanied by a scale, different measurements of men and horse, and entitled "*Elucidation of the principle upon which the wheel of threes in cavalry is made, by Lieut.-Col. C. R. O'Donnel, late Major in the 15th Hussars.*"

to the purposes of manœuvre, that with such intervals the squadron could not move, except by successive threes from the head of the column, and that to possess sufficient space for a united flank march, a distance of at least two feet between each rank of threes must be obtained, to effect which, the squadron must be prolonged either to the front or rear, or both, which prolongation will cause an extension of the squadron proportionate to its strength.

To this extension must be added that caused by the altered position of the half squadron officers and their coverers, whose movements are totally uninfluenced by the principle on which the wheel of threes is made, and, for that reason, we presume, are not represented in Col. O'Donnel's "Elucidation;" their movements, however, occupy an important place in the theory, as applied to a squadron or regiment, and in treating of the system of manœuvre laid down in the existing cavalry regulations, cannot be fairly left out of view.

Let us, therefore, observe the situation in which the half squadron officers and their coverers will be placed during, and after the wheel of a squadron by threes to a flank, which may be clearly shown by adding to Col. O'Donnel's representation of rank and file, four similar figures to represent these officers and coverers: suppose then the squadron ordered to wheel by threes to the right. The lefts by threes advance, the rights retire, the centres by threes regulating the wheel, to which the half squadron officers and coverers endeavour to assimilate their own movements. If the figures be put in motion simultaneously, we shall find that for about one-eighth of the circle only, the officers and coverers are enabled to move in directions parallel to the adjoining files, and that soon after they have passed this oblique position, they will be found so circumstanced, that if precision of movement be required, they can scarcely avoid coming in contact with the adjoining ranks; and even allowing that this collision, owing to peculiar inequalities in the size of the contiguous horses, may not have occurred—that the horses of the right flank officer and serjeant may have been favoured by nature with croups of such accommodating dimensions, as to pass unimpeded under the heads of their adjoining files, and those of the left flank with such short or high forehands as to be equally independent of the movement of their neighbours, (circumstances highly improbable,) all four will be in false positions at the termination of the wheel, and so forced into the adjoining ranks, as to render an immediate disengagement, and consequent extension of the squadron, necessary before any attempt can be made to advance.

Such are the consequences of wheeling a squadron by threes to a flank, with files formed at the present prescribed interval of six inches from knee to knee; an increased interval between files will, of course, give a proportionate freedom between ranks, but even with an interval of eight inches, the greatest that we have heard proposed, no squadron could make an orderly connected flank movement by threes with any degree of rapidity, if, indeed, it could, without injury to the horses, exceed a moderate walk.

Flank marching by threes is subject to the very evils mentioned by Rogniat, as being attendant upon the system of formation followed by the cavalry in the time of Charles V. when eight or ten ranks were

uselessly crowded upon each other.* A smaller and more movable front is certainly presented by a column of threes than by the unwieldy masses alluded to by Rogniat, but the density of the column remains the same, indeed, becomes greater with a war establishment, and we are not aware of any such peculiarity in the horses or horsemanship of the present day, as to obviate that impediment to free action which was then found inseparable from column movements of cavalry.

But other and equally important objections to the system of threes still remain to be noticed, namely, the repeated derangement of the telling off in action, the difficulty of performing the movement "threes about," in deep ground, or with tired horses, and the inconvenience of manœuvring with the rear rank in front. This combination of disadvantages it was which—united to the conviction of a fact established during the late war, that when regiments became reduced in action, and their tellings off destroyed, they invariably manœuvred by divisions—confirmed the growing disuse of threes in the continental armies, and led to found the subdivision system of Bismark.

This substitution for threes and fours was first brought into notice in 1816, when the talented tactician alluded to, on being entrusted with the remodelling of the Wirtemberg cavalry, introduced it as a fundamental movement of their squadron drill, and the change is said to have proved completely successful. Having wisely in view a war establishment, (for we consider that all books of regulations should have principal reference to active service,) he fixes his divisions at sixteen, and his subdivisions at eight files, upon which latter front, all his flank marches and deployments, and generally all movements where threes were formerly (and are still by us) employed, are made, —Bismark contends that every movement necessary for a service system of drill can be thus performed, and that while the same facility of manœuvre that threes afford is retained, all the disadvantages to which they are subject are obviated, that movements by subdivisions cause no extension of the squadron, are not subject to any destruction of telling off, inconvenience respecting the rear rank, or difficulty in wheeling about.

The only objection that we have heard raised against the substitution of subdivisions for threes is, that cases may occur when the breadth of a subdivision would be too great to admit of the free movement of a body of troops, and that in the passage of a defile, or in flank marching over ground where difficulties presented themselves, no alternative but that of filing would be left, and that consequently extension of the body, and delay in its execution of the movement, would be created. But although the Wirtemberg subdivisions be limited to eight files, it does not necessarily follow that a less front might not be adopted by us, with, perhaps, more general advantage. Six or four files, for example, might be taken as the strength of a subdivision, or even three files, for it is not so much the diminished front as the principle upon which that front is formed, which renders movements by threes so objectionable. Subdivisions of threes, that is to say, threes wheeled upon a *flank* instead of a *central* pivot, would be attended with much less disadvantage; and if there be such a charm in

* See U. S. Journal for Dec. 1829, p. 659, "Rogniat Controversy."

the magical number that movements by threes must be continued, we would strongly recommend this modification of them. Meantime, before a question so identified with the interests of an important arm of the service be finally determined, we strongly urge the framers of the new regulations to consider well the objections to which the favoured movements are liable: partiality for a system now almost exclusively British might, if relating to a less important matter, be excused on the score of nationality, but when the efficiency of our gallant cavalry, who, in regard to *personnel* and *matériel* stand on so high an eminence above all others, is at stake, we should waive prejudice and consult expediency.

AN ADDRESS TO MILITARY MESSES.

"Quæ virtus et quanta, boni, sit vivere parvo—
Discite ——."

'Tis up-hill labour and a bore,
To teach the honest truth before
Your pupil is prepared to hear
What may not soothe his pampered ear;—
That all the froth, and fuss, and glitter,
Which furbish up weak minds, is fitter
To rouse the laugh, and wake the sneer,
Than dignify a grand career:
That, 'tis not the cloyed appetite
Can best distinguish wrong from right;
'Tis not the multitude of dishes,
Of meagre soups, flesh, fowl, and fishes:
Not the long, but ill-dressed line
Of things, whose names alone are fine,
Can please his taste, or win his smile,
Whose stomach 's ever stirred by bile.—
Thus prefaced, I will now declare
A soldier's proper bill of fare.
One course should generally complete
His dinner of soup, fish, and meat;
So chosen, that each comrade may
Partake, and yet, unruined, pay;
Good, and well-cooked, although not dear,
Made for the palate, not the ear.
So served, that e'en the nicest eye
May no offensive faults descry;
Sure of each cover as a pledge
That hunger there may blunt its edge.
This course removed, let sweets appear,
Sprinkled about just there and here,
Not formally, as on a tray,
Or, as prepared to file away,
But scattered, as the snow-wreaths fall;
A taste for each, not feast for all.
If, on some chosen gala day,
You wish to shine, then, please to pay:
Consistency is always lost,
When splendour 's ever checked by cost;
And, to refer you to a fable,
(Of modes of teaching the most able,)
The frog in vain would puff and blow,
For burst it might, but could not grow.

OFELLUS.

MEMORANDA ON REDUCTION.

COMPRISING THE REPLIES OF THE QUARTER-MASTER-GENERAL TO THE QUESTIONS OF THE FINANCE COMMITTEE.

Q. Will you have the goodness to consider, against a future day, if a reduction should be deemed absolutely necessary in the Quarter-Master-General's Office, and that which immediately belongs to that Department, in what way you would suggest that the reduction might be made.

A. Having considered this Question in the view in which it appears to me to have been made, that a great many little savings will effect a great saving, and having looked at the manner in which the officers and persons in the Quarter-Master-General's Office and Department are employed, I cannot see that the services of any individual could be at present dispensed with, without neglecting some necessary part of the public business.

Q. Will you have the goodness to consider that Question, with reference to the army generally.

A. The consideration of this Question, with reference to the army generally, requires a much more extensive range of enquiry, and to do justice to it, and to afford the Committee the fullest information in my power, it will be necessary to go at some length into the affairs of the army; and as the mode best adapted to show these affairs in the clearest point of view, I propose to lay them before the Committee in this manner, viz.

The present formation of the army, its numbers, and composition.

The demands made upon the services of the army, and the consequences unavoidably arising from the extent of those demands, both to the military service generally, and to the country; and to offer from time to time, such observations thereupon, as may in my opinion tend to enable the Committee to arrive at a clear and right understanding of the case, throughout its whole bearings.

1st. Formation of the army, its numbers, and composition.

The numbers of men and officers estimated for the year 1828, are as follows, viz.

	Men.	Officers and Men.
For Great Britain, including relief . .	23,448 . .	26,838
For Stations abroad, India excepted . .	35,912 . .	40,569
For Ireland	20,347 . .	23,112
Forming a Total of	79,707	90,519

This force has been formed into corps in this manner, viz.

CAVALRY.

Two regiments of Life Guards.
One regiment of Horse Guards.
Nineteen other regiments of Cavalry, besides four regiments in India.

INFANTRY.

Three regiments of Guards, composed of seven battalions.
Eighty-three battalions of the Line, besides the twenty battalions in India.
Two West India regiments.
Royal Staff Corps.
Royal Waggon Train.
Three Veteran Companies, Newfoundland.
Three ditto ditto, New South Wales.
African Colonial Corps.
Ceylon Regiment.
Malta Fencibles.
Cape Corps, Mounted Riflemen.

The manner in which this army is distributed over the various parts of this extended empire, is as follows, viz.

The whole of the Cavalry, with the exception of the four regiments in India, is distributed in small separate bodies over Great Britain and Ireland, but only one regiment can be conveniently allotted for the service of Scotland.

Of the division of Foot Guards, five battalions are usually quartered in the metropolis, one battalion at Windsor, one ditto in Dublin.

The Infantry of the Line, consisting in the whole of one hundred and three battalions, is disposed of in the following manner, viz.

GREAT BRITAIN. Seven battalions, exclusively of five now on the point of embarkation for India and New South Wales.	Of these seven battalions, not one has been in England above fifteen months:—two are in Scotland; the one (92d) has but recently returned from service in the West Indies, and is now reforming; and the other (the 4th regiment) having been returned from the West Indies about six weeks, was hastily sent to Portugal, and hourly expected from thence at Edinburgh: and the other five are also reforming after a long service in the East and West Indies; the 67th and 87th regiment having been in India above twenty-two years.
IRELAND. Eighteen battalions.	Not one of which has been above five years at home, after a long service in the Colonies.
MAURITIUS. Three battalions.	One of which has been abroad nine years.
CAPE OF GOOD HOPE. Three battalions.	Two of which have been above seven years abroad.
NEW SOUTH WALES. Four battalions.	Three of these are now in New South Wales, and a fourth is embarking.
GIBRALTAR. Six battalions.	Of which one has been abroad above six years.
MEDITERRANEAN. Eleven battalions. Malta, Ionian Islands.	One of which has been out above ten years; two nearly eight years; and three above seven years.
JAMAICA. Five battalions.	Two of which have been abroad above seven years.
WEST INDIES. Eight battalions. Barbadoes, St. Lucia, Tobago, Grenada, St. Vincent's, Trinidad, Demerara and Berbice, Antigua and Dominica.	One of which has been out twenty-six years, one nine years, one seven years, one above five years.
CANADA. Five battalions. Nova Scotia, three; New Brunswick, one; Bermuda, one.	Two of which have been abroad above ten years.
CEYLON. Four battalions.	Of which one has been abroad twenty-three years; and one nine years.
EAST INDIES. Twenty battalions.	Of which one has been upwards of twenty-two years abroad; two upwards of twenty-one years; three more than twenty years; one more than fifteen years.

Thus it has been shown, that of the whole army of one hundred and three battalions, no less than seventy-four of these battalions are serving in India and the Colonies, and twenty-nine at home.

65th regiment, five years at home; 17th, 24th, 34th, 53d, 62d, not five years at home; 75th, four years at home; 8th, not four years; 32d, 37th, not three years at home; 36th, 69th, two years at home; 4th, 5th, 56th, not two years at home; 76th, 70th, 64th, 67th, 9th, 21st, 50th, 92d, 87th, not one year at home.

Of these twenty-nine at home, it must be observed that five are on the point of embarkation for India and New South Wales, viz. the 26th, 58th, 61st, 72d, and 63d regiments, and the remainder as per margin, and yet there are no less than twenty-eight battalions abroad at this moment, which have been actually seven, nine, ten, fifteen, and twenty years in the East Indies and in the Colonies, and cannot yet be relieved.

The Government have frequently declared it to be their intention that the regiments in India should be relieved after a service of fifteen years; in the West Indies after a service of five years, and in the other Colonies after a service of eight years, but this has never yet been effected; and the regiments now about to be brought home from India, will have been twenty-two years abroad; in America fourteen years; and in the West Indies nine and ten years.

It is asserted, without possibility of contradiction, that this demand upon the service of the British army is unprecedented in any former period of our history, and altogether unexampled in the practice of any other military service in the world.*

It is not within the province of the Quarter-Master-General to enter into a discussion upon the value of our Colonial possessions, in what manner the interests of the empire may be affected by their possession or abandonment; or whether the revenue to be derived from them can be made more available in support of the expenses which the protection of them must unavoidably incur; but it is his duty to show the effect which the possession of this vast and scattered colonial empire has upon the service of the army; and to prove that the system which has been adopted for this purpose, after the experience of many years, is not only well adapted for its purpose, as far as the means are allowed, but that it could not be changed without essential disadvantage to the best interests of the country.

If the interests of the country require that this extended colonial dominion should be preserved, upon which no opinion is here intruded, it will not be doubted, I presume, that sufficient military force must be allotted for its protection; and the only question therefore for a military officer is that, (which I presume it is the intention of the Committee I should examine and report,) whether any other plan can, in my opinion, be adopted for this purpose, cheaper and equally efficient with that now in operation; keeping in view, what it is presumed must never be lost sight of, that the troops serving abroad must be applicable to every description of service, and that their services are to be considered as forming part of the general military system of the empire, and not to be exclusively colonial, or in other words, a perpetual exile in distant lands.

If it were to be proposed that one or two of our most distant and unhealthy possessions should be garrisoned by troops raised exclusively for that service, it might again, though after frequent trials and failures, be re-considered in what manner a small force of that description could be most conveniently attached for that exclusive purpose to the general establishment of the army, notwithstanding the repeated proofs which have been exhibited against such a measure, as

* The demand, as compared with 1792, is this, viz:—In the year 1792, the infantry of the British army consisted of eighty-one battalions of the line, and thirty-six companies or six battalions of invalids, of which, forty-two battalions were stationed abroad, and the rest at home; so that to show the comparative demand upon the service abroad of the army in 1792, with that now made upon the army, it is only necessary to say, that in the former case it was not one-half of the whole,—and that now it is much above two-thirds, and nearly three-fourths of the whole.

ineffectual for its intended purpose, as generally hurtful to the best interests of the army, and ultimately wasteful in expense, as proved by its frequent trial and failure, and more especially in the case of the 60th regiment, which, after an exclusively colonial service of about forty years, it has been found expedient to place at length upon the same footing as other regiments of the line; but if any more extended scheme could be contemplated for a colonial army, as that the service now done by eighty-three battalions of the British army could be done by battalions exclusively colonial, I can imagine nothing more detrimental to the army, or less likely to answer any useful purpose of efficiency or economy.

To have a small colonial force attached to a large army for some special and very distant service, at some remote possession, where it might be easy to recruit and difficult to relieve, if such a place there be, is one thing, not advisable, though not impracticable; but to have a large army scattered in small bodies in distant possessions, and for purposes exclusively local, badly officered as it must be; cut off from all hope of military distinction and reputation as it must be; and compelled to pass a life in the confined sphere of colonial society, uninformed of the higher duties of the military profession, as it must be,—and at length becoming superannuated, and possessed of small colonial property, as it would be,—and far removed from the authority at the head of the army, which, under such circumstances, could have but very little effectual control as to all matters of efficiency or discipline,—would have, in my judgment, such pernicious effects to the best interests of this country, that, if seeing the consequences as they thus appear to me, my opinion were not to be recorded against it in the most forcible manner in which it can be placed, I should be greatly failing in my duty to the Committee, and the more so, as this conclusion is forced upon me, as well from a practical knowledge of some years, of the service of the greater part of the Colonies, as from a more extensive acquaintance with the formation and general interests of the whole British army.

COMPOSITION OF THE BRITISH ARMY.

That the Committee may have it more in their power to form an accurate judgment of the present system of the British army, it may be useful to enable them to make some comparison of its operations with that of the different plans which have preceded it.

The plans which have been usually resorted to, for the augmentation of the army during the course of the last century,—in fact, since there has been an army, may be stated as follows:—

Additional companies raised by Lieutenants for rank;

Additional regiments raised by individuals;

Numbers of men raised by officers for rank, and incorporated into existing corps.

To these plans must be added others which have been adopted since the war of 1803, viz:—

Army of reserve;

Additional battalions;

Volunteers from the militia.

The objection to each of these, and to all similar plans, is, that however they may have respectively been found to answer their purpose at the time, yet the benefit was but temporary, and the inconvenience resulting from their adoption extensive and permanent, viz.

Large expenses from the levy money, and from the reduction of the numerous officers to the half-pay.

Great inconvenience to the military service from the constant fluctuation of establishment; and the difficulty of management resulting from the temporary arrangement, to which every one of the above-mentioned schemes were unavoidably liable, whether they be considered in a military, or in a financial point of view.

To provide against all these defects, and to place the army upon such an establishment, as while it enables you to preserve your large foreign force upon

the most effective strength, it at the same time maintains a sufficient force for home duties, the present system was devised, and the whole infantry of the line was in 1825 new-modelled upon it.

Each regiment of the line to consist of ten companies, of which six companies should be established each at four non-commissioned officers, and eighty-six rank and file, and be called the service companies; and four companies, each at three non-commissioned officers, and fifty-six rank and file, and be called the depôt companies, to remain at home, and to keep the service companies always complete to their establishment.*

The immediate and permanent objects to be obtained by this plan, were to keep the garrisons abroad in a state of more complete efficiency than before; to render these depôts available for the sudden calls of home service; and by means of these small and disposable military bodies, to prevent the breaking up of regiments by detachments, and to enable the Commander-in-chief to carry on the regular reliefs on the distant foreign stations.

Such were the objects to be obtained in time of peace; while in time of war, the army might be easily and rapidly augmented by the mere introduction of men into the companies at home and abroad; and if necessary, each depôt might be farther augmented, so as to become a battalion.

Three years have now elapsed since the formation of this system, and in the course of that time, no less than twenty-four battalions have been sent abroad as reliefs, and which could not have taken place, but for the assistance afforded by these depôts.

In farther proof of the utility of this system, it will be only necessary to state, that of the six battalions now in Great Britain, (and there are no more, exclusive of the five now on the point of embarking,) not one has been at home above fourteen months, and after a service in the Colonies of some of them above twenty years; so that no efficient duty could be exacted from them, and from some of them no duty at all.

That the Committee may judge of the necessity of adhering strictly to one system for the formation and establishment of the army, it will be only necessary to show the wasteful result of the measures which have been adopted in the course of the last nine years for reducing and augmenting the army.

It will be seen upon reference to the Army Estimates from 1819 to 1827, that the average numbers of men maintained has been 78,836, and that the average expense has been 2,918,355*l.*; but it will be found upon trial, that the above sum, according to the present estimate, would maintain an army of nearly 80,500 men, so that the difference between these two numbers has been altogether lost to the country for a period of nine years; and this exclusively of the addition made to the out-pension and half-pay by these frequent changes of the military establishment.

The Committee will see, from the preceding detailed statements, a proof of the following facts, viz. that of 103 battalions of infantry, 74 are now on service abroad; that of those 74, no less than 25 have been abroad above seven years; and that 11 of them have been serving abroad from ten to upwards of twenty years, and cannot yet be relieved; and that of the 29 battalions now at home, there are no less than 14 which have not been above two years in the country, and most of them after a service in various parts of the world of nearly twenty years; and I have also endeavoured to show that the reliefs of the last three years, of 24 battalions, could not have been effected but for the present system of the depôt companies.

In this computation, the battalions now in Portugal are placed in the quarters to which they have been respectively ordered; otherwise, instead of 74 battalions abroad, I should have said 77, exclusive of the Guards and cavalry.

	N. C. O.	R. & F.
* Service Companies 6	24	516
Depôt Companies 4	12	224
Total 10	36	740

There is only one more point on which it appears to me to be necessary to touch in farther explanation of the answer to the general question, and that is, the out-pension.

It appears on reference to the estimates of the present year, that the numbers of out-pensioners are 85,834, and the annual expense is 1,437,756*l.* exclusively of the expenses of the Royal Hospitals of Chelsea and Kilmainham; and it appears also that nearly 44,000 of these have served twenty-one years and upwards; and that the proportionate annual cost of these men alone amounts to 972,667*l.* or, in other words, to a sum forming the ordinary charge upon the present establishment of about 38 battalions of infantry of the line; so that about one-half of the numbers of the out-pensioners cost the public a sum of money nearly equal to the cost of one-half of the numbers of the whole establishment of the line, with its due proportion of officers, non-commissioned officers, clothing, and agency; and that this half of the out-pensioners is composed of that description of soldier, who, after having served twenty-one years and upwards, has been discharged as invalided, and unfit for military duty, and consequently of men whose services can no longer be made available.

The bearing of this observation, upon the services of the infantry of the line, will be presently shown; but it is only just to those who originally advocated this system, to state that at the time it was enacted in 1806, there was the greatest difficulty in raising men for the regular service, and that three years after the passing of this measure, in May 1809, the country had a force in pay of no less a number than, viz.—

Regulars and Militia		285,398
Local Militia		198,534
Volunteers	Great Britain	114,066
	Ireland	75,340
Artillery		14,261
Marines		31,400
Seamen		98,600
		817,599

And this out of a population which, according to the preceding census, amounted to—

England	9,343,578
Scotland	1,599,068
Ireland	4,000,000
	14,942,646

So that considering also the usual demands for men employed in the various manufactories, and other ways in civil life, it was indispensable to hold out large encouragement to enter the army.

The out-pension in 1806, after a war of nearly thirteen years, and which included the campaign of 1794 on the Continent, the campaign in the Leeward Islands and St. Domingo, and Egypt and India, amounted to 21,689 men, at a cost of £181,402

But which was immediately increased by the King's warrant to £379,642

In 1816, ten years afterwards, the numbers were 39,217 men, and the cost £707,575

In 1826, ten years afterwards, the numbers were 82,734 men, and the cost £1,372,330

In 1828, two years afterwards, the numbers are 85,515 men, and the cost £1,437,756

And it appears from the present estimates, that a probable increase of expense to the amount of 12,000*l.* is expected in the course of the current year, so that the march of this charge has moved nearly in the ratio of an arithmetical progression, or inversely to that of the effective army; as, while the latter has decreased, the former has been proportionately augmented.

The important bearing of this matter is, as it appears to me, that the greater number of these out-pensioners consist of men whose military services have been fairly expended in the army—of men whose constitutions have been broken

down in the actual service of the country, at a comparatively early age—or to repeat and prove my own words, by a series of military service in various climates, and a wear and tear altogether unexampled in the military history of the world.

To show this by a practical example now actually in operation under the immediate eye of the Committee, it will be only necessary to state that there are four regiments now on the point of embarkation for India, viz. 26th, 58th, 61st, and 72d, which after a service of above twenty years in different parts of the globe, and in all climates, and having been at home five years, have been obliged to discharge nearly the whole of their men, and are at this moment composed of men whose average ages are as follows;—

26th Regiment	24 years and 6 months.
58th . . .	21 years and 4 months.
61st . . .	21 years and 7 months.
72d . . .	20 years and 8 months.

So that embarking as these corps now are about to do, for India, it must follow that such of these men as survive a tropical service of twenty-one years, will become pensioners upon the highest rate of pension, at the age of between forty and fifty, whatever may be the rate of pension to be determined upon; and this in the course of service which is undergone in succession by the whole of the infantry of the line of the British army, and has been also shown, in a very rapid succession.

From this example, the Committee will judge of the wear and tear upon the army under its present numbers, and employed as it has been, and is, in the most distant services, and various climates, over the whole of the habitable globe.

It may be in this place proper to observe, that the employment of men in the Colonies, and confined altogether to that service, would not, in my opinion, tend to diminish this wear and tear of life, and consequent cost to the public, but that it would in many cases very much increase it.

In the first place, it must be kept in view, that to encourage men to serve in the Colonies, it has been found necessary to enact that two years service in the East and West Indies should, as to pay and pension, count as three in other places; and though it is true that the reliefs would not be sent in bodies as at present, but the numbers to be discharged would, as I see it, be increased, and the numbers to be sent also increased; and with this the consequent increase of pension and levy-money; and this too, for the support of an army not generally applicable, and beyond all doubt deficient from its composition of the main principles of an effective and powerful army, viz. in ambition, in energy, and in character; so that instead of the best, as at present, we should in the change have a large expense for the maintenance of the very worst army in the world.

For these reasons, and for others unnecessary to trouble the Committee with in this place, I respectfully submit my answer to the terms of the general question, viz.:—

If any reduction be made in the army, it must be accompanied by a proportionate diminution of the demands now made upon its service, those demands being at present fully commensurate with the military means of supplying them, and whether they can be diminished throughout our vast and extended empire or not, it must be for other and higher authorities than mine to determine.

If any reduction be made in the army under the foregoing circumstances, it is submitted that the present system should be closely adhered to in the operation; a system, as I have endeavoured to show, formed after long experience of other systems, and upon the whole, the best for the formation and distribution of an army, composed as the British army is, and liable to such frequent fluctuations in its numbers and establishment, in regard to augmentation and reduction, and with such numerous calls upon it, accompanied with such an extended and varied course of service in every part of the world.

(Signed) J. W. Gordon,
Lieut.-General and Quarter-Master

THE KING'S OWN.

Although we experience as much enjoyment in the perusal of Novels as most of our readers, we confess to a qualm of conscience in the reviewing of them. It is not that we are insensible to the delightful and vivid delineations of human life, where so many highly gifted men have sought recreation from severe studies; but it is our duty, as grave critics, to decry the dissemination of debilitating food to the indolent, the sciolous, and the jejune. We admit that these writings, by the hands of masters, are undeserving of the malignant sarcasms heaped upon them by their puritanical and pedantic antagonists; we are aware that, in common with other works of genius and talent, they may awaken sensibility, and promote moral refinement; yet, we cannot but perceive the systematic perversion of the higher themes of interest into fiction must pollute the sacred springs of history, by the direct and inevitable tendency of distorting characters, inverting the order of events, and falsifying facts. With such a conviction, therefore, however we may feel gratified with a well-written Novel, we are "free to regret" the genius and talent which are expended in its construction.

The King's Own, is, we are happy to find, the production of an officer "of rank," as the phrase runs; and of one who proves that "*Tam artibus quam armis*," is not an inappropriate motto. In the disposition of his materials, he brings many of the qualities of a powerful writer into play, for his conceptions, though in the liveliest tints of fancy, are boldly original. His details are masterly, and he has blended and contrasted human character under new modifications with considerable strength. There are some slight vestiges of the hasty leaven of his former work, and various pages of which we could have desired the omission; but on the whole, the author of the King's Own may take his place at the head of the English Naval novelists of the day.

From the striking ease of style apparent in the productions of the great masters, thousands of literary frogs considered themselves capable of swelling into portly volumes; and thence arose the accumulated piles of worthless insipidity, with which vanity and dulness loaded the circulating libraries to the debasement of the department. In the construction of Naval stories, some of these novel-wrights thought that a glossarical correctness of technical epithets, added to a bustling contrivance of accidents, rather than incidents, would at once delight and deceive the craving public. It was never suspected by these worthies, that the energies of genius were united to the refinement of study, and the judgment of experience, before the racy and graphic powers of a Fielding, or the delicate energy of Scott were developed. Hence the attempts of half-educated seamen must fail of effect,—mere perspicuity in dwelling on the handing of a sail, or the weighing of an anchor, will not redeem insufficiency;—and hence we are indebted to a Naval Surgeon for the most attractive marine fictions extant. The sailors of Smollett, despite of humorous exaggeration and coarse invective, are not mere technical shadows of men who wore trowsers and chewed tobacco—the rough-knots of the Benbow school;—they are rich and diversified characters, evincing the felicitous superiority of the artist's talent. Need we quote Oakum and Trunnion, Hatchway and Pipes, Ratling and Bowling, Morgan and Macshane, Crawley and Whiffle, as evidences of this power?

We refrain from overhauling the dramatic and lyrical portraits of Dibdin, because they belong to a distinct class of composition; but we may, without quitting our station, smack a shot at the clap-trap sentimentality and tumid extravagance of his imitators. We might also, in passing, discuss the claims of a recent "three volumed" tale of the sea, but that it has already been covered with as much adulation as it can stagger under; and moreover, we were startled on finding that it originated in the anomalous and unholy alliance between a Naval Officer and a Lawyer. Shade of Trunnion! What a monstrous coalition for the concoction of a mere novel!

From the days of Smollett, the maritime portraits of novelists were feeble, till Cooper, the boast of America, entered the arena, and restored the blue jackets to popularity. Till lately he held the field undisputed; and with the attractive brilliance of his colouring, and the genuine strokes of feeling which embellish his style, overthrew all competition. We now, however, trust that the author of the "King's Own," is about to enter upon a long career of emulation with him of the "Pilot" for the palm of excellence. Less *Yankeeism* would greatly improve the "Red Rover," by stamping a sounder intellect in its author; and he who is pleased to distort an accomplished English officer into a lubber, should have known how to preserve his own masts,—for no "bear in a boat" could have lost them more sillily. Both writers not only possess an accurate acquaintance with life, but also a large portion of elegant literature. In professional tact and technical purity, the "King's Own" has decidedly the start; but in invention and delineation the race is contested with nearly equal vigour. Were a hint of ours acceptable, we could add that, if to the fertility of combination already manifested by our countryman, were added a more matured propriety of sentiment, and were his pencil to display as much delicacy as it does spirit, we could readily predict the result.

The opening of the "King's Own," and the introduction of its hero, are managed with a truly dramatic effect. The story commences with a tragic scene arising from that alarming commotion, the mutiny at the Nore; and the mean despotism by which a Captain A. converts a man of excellent character into a disaffected rebel is drawn with masterly skill. The indiscriminate tyranny which transmutes British sailors to callous machines, has been, not unaptly, compared to the chemical result of reducing diamonds to charcoal, and the author has detailed the process so correctly, as to stamp the impression of fact and fable being here amalgamated.

The Author regrets that the disregard of repeated and humble remonstrance fruitlessly made by the seamen to the Government, should have generated that unhappy insubordination. As there were undeniably just grounds of complaint, policy should have granted as a favour what was finally extorted by turbulent importunity. But countries, as well as individuals, are prone to ingratitude;—we have seen the Parliament of England bearded with such heartless suggestions, as to prove that the selfish and foolish vice is lurking amongst interested adventurers, and "pig-headed" senators; and the fact is both lamentable and provoking. We suspect that an *orator* of this body—somewhat remarkable for his contempt of truth, and malignant, though obtuse intellect—is broadly hinted at in a poignant invocation to that all-pervading essence *humbug;* and we only regret that a mysterious omission of letters should have left us in doubt. The Author invokes that camelion spirit, to assist in describing the grief of a scoundrel who had killed his wife; spells by "great men's promises," by "tears of residuary legatees," by "Burdett's democracy," by "Hunt's Corn," "Cobbett's maize," "Warren's Blacking," and "Wright's Champaine," proving ineffectual, the subtle sprite is at last compelled to appear, by the name of its most potent votary. The awful crisis is thus brought on:—

"By all that is *contemptible*—by his patriotism, his affection for the army and navy—by his flow of eloquence, and his strength of argument—by the correctness of his statements, and the precision of his arithmetic—by his sum *tottle*, and by Joey H——e, himself—"Appear!"

It is not our intention to follow the story through the animated scenes of sea-life, which the Author has depicted, but we must show the *novel* style of introducing the hero.

"The scene which here presented itself was as striking as it was novel. The after part of the main-deck was occupied by the captain and officers, who had come down with the few marines who still continued stedfast to their duty, and one sailor only, Adams, who had so nobly stated his determination on the quarter-deck. The foremost part of the deck was tenanted by a noisy and tumultuous throng of seamen, whose heads

only appeared above a barricade of hammocks, which they had formed across the deck, and out of which at two embrasures, admirably constructed, two long twenty-four pounders, loaded up to the muzzle with grape and canister shot, were pointed aft in the direction where the officers and marines were standing—a man at the breech of each gun, with a match in his hand, (which he occasionally blew, that the priming powder might be more rapidly ignited,) stood ready for the signal to fire.

"The captain, aghast at the sight, would have retreated, but the officers, formed of sterner materials, persuaded him to stay, although he showed such evident signs of fear and perturbation, as seriously to injure a cause, in which resolution and presence of mind alone could avail. The mutineers, at the suggestion of Peters, had already sent aft their preliminary proposals, which were that the officers and marines should surrender up their arms, and consider themselves under an arrest,—intimating, at the same time, that the first step in advance made by any one of their party would be the signal for applying the match to the touchholes of the guns.

"There was a pause and dead silence as if it were a calm, although every passion was roused and on the alert, every bosom heaved tumultuously, and every pulse was trebled in its action. The same feeling which so powerfully affects the truant schoolboy,—who, aware of his offence, and dreading the punishment in perspective, can scarce enjoy the rapture of momentary emancipation,—acted upon the mutineers, in an increased ratio, proportioned to the magnitude of their stake. Some hearts beat with remembrance of injuries and hopes of vengeance and retaliation; others with ambition, long dormant, bursting from its concealed recess; and many were actuated by that restlessness which induced them to consider any change to be preferable to the monotony of existence in compulsory servitude.

"Among the officers, some were oppressed with anxious forebodings of evil,—those peculiar sensations which, when death approaches nearly to the outward senses, alarm the heart; others experienced no feeling but that of manly fortitude and determination to die, if necessary, like men; in others, alas!—in which party, small as it was, the captain was pre-eminent—fear and trepidation amounted almost to the loss of reason.

"Such was the state of the main-deck of the ship, at the moment in which we are now describing it to the reader.

"And yet, in the very centre of all this tumult, there was one who, although not indifferent to the scene around him, felt interested without being anxious; astonished without being alarmed. Between the contending and divided parties, stood a little boy, about six years old. He was the perfection of childish beauty; chestnut hair waved in curls on his forehead, health glowed in his rosy cheeks, dimples sported over his face as he altered the expression of his countenance, and his large dark eyes flashed with intelligence and animation. He was dressed in mimic imitation of a man-of-war's-man,—loose trowsers, tightened at the hips, to preclude the necessity of suspenders,—and a white duck frock, with long sleeves and blue collar,—while a knife, attached to a lanyard, was suspended round his neck: a light and narrow-brimmed straw hat on his head, completed his attire. At times he looked aft at the officers and marines; at others he turned his eyes forward to the hammocks behind which the ship's company were assembled. The sight was new to him, but he was already accustomed to reflect much, and to ask few questions. Go to the officers he did not, for the presence of the captain restrained him. Go to the ship's company he could not, for the barricade of hammocks prevented him. There he stood, in wonderment, but not in fear.

"There was something beautiful and affecting in the situation of the boy; calm, when all around him was anxious tumult; thoughtless, when the brains of others were oppressed with the accumulation of ideas; contented, where all was discontent; peaceful, where each party that he stood between was thirsting for each other's blood:—there he stood, the only happy, the only innocent one, amongst hundreds swayed by jarring interests and contending passions.

"And yet he was in keeping, although in such strong contrast, with the rest of the picture; for where is the instance of the human mind being so thoroughly depraved, as not to have one good feeling left? nothing exists so base and vile as not to have one redeeming quality. There is no poison without some antidote—no precipice, however barren, without some trace of verdure—no desert, however vast, without some spring to refresh the parched traveller, some oasis, some green spot, which, from its situation, in comparison with surrounding objects, appears almost heavenly:—and thus did the boy look almost angelic, standing as he did between the angry exasperated parties on the main-deck of the disorganized ship.

"After some little time, he walked forward, and leant against one of the twenty-

four-pounders that was pointed out of the embrasure, the muzzle of which was on a level with, and intercepted by, his little head.

" Adams, the quarter-master, observing the dangerous situation of the child, stepped forward. This was against the stipulations laid down by the mutineers, and Peters cried out to him—' Heave-to, Adams, or we fire!' Adams waved his hand in expostulation, and continued to advance. ' Keep back,' again cried Peters, ' or by ——, we fire!'

" ' Not upon one old man, Peters, and he unarmed,' replied Adams ; ' I'm not worth so much powder and shot.' The man at the gun blew his match. ' For God's sake, for your own sake, as you value your happiness and peace of mind, do not fire, Peters!' cried Adams, with energy, ' or you 'll never forgive yourself.'

" ' Hold fast the match,' said Peters ; ' we need not fear one man ;' and as he said this, Adams had come up to the muzzle of the gun, and seized the boy, whom he snatched up in his arms.

" ' I only came forward, Peters, to save your own boy, whose head would have been blown to atoms if you had chanced to have fired the gun,' said Adams, turning short round, and walking aft with the boy in his arms.

" ' God in Heaven bless you, Adams,' cried Peters, with a faltering voice, and casting a look of fond affection at the child. The heart of the mutineer was at that moment softened by parental feelings, and he blew the priming off the touchhole of the gun, lest an accidental spark should risk the life of his child, who was now aft with the officers and their party.

" Reader, this little boy will be the hero of our tale."

Amongst other fortunate delineations of character, we were much entertained with those of Debriseau, and Mons. de Poivre; Rainscourt, a detestable " man of the world;" Billy Pitt, the grammatical negro; Courtenay, the bilious lieutenant; and Jerry, the cockpit Thersites. We, however, do not altogether approve of the early adventures of the accomplished smuggler, nor of the exaggerated picture of Capperbar; the former detracts from the odium of vice, and the latter libels a noble service. Of Scrimmage, we suspect we recollect the original, and were delighted to see him thus gibbeted. The portrait of De Courcy is drawn with spirit, and the following were the dying moments of the proud and vengeful Admiral.

" Reader, you shall hear how he died. It was about two o'clock in the morning that he awoke from an uneasy slumber, and felt his end approaching. The old crone who had been hired as a nurse to watch at night, was fast asleep in her chair. The rushlight had burned low down in the socket, and, through the interstices of its pierced shade, threw a feeble and alternate light and shadow over the room. The mouth of the dying man was glued together from internal heat, and he suffered from agonising thirst. He murmured for relief, but no one answered. Again and again he attempted to make his careless attendant acquainted with his wants, but in vain. He stretched out his arm and moved the curtains of the bed, that the noise of the curtain-rings upon the iron rods might have the effect, and then fell back with exhaustion, arising from the effort which he had made.

" The old beldame, who, for money, was willing to undertake the most revolting offices, and who, without remuneration, was so hardened, by her constant familiarity with disease and death, that she was callous and insensible to the most earnest supplication, woke up at the noise which the curtain-rings had made, and opened the curtain, to ascertain what was required. Long experience told her at once that all would soon be over, and she was convinced that her charge would never rise or speak again.

" This was true; but the suffering man (his arm lying outside of the bed-clothes, and his elbow bent upwards) still pointed with his finger to his parched mouth, with a look of entreaty from his sinking eyes. The old fiend shut the curtains, and the admiral waited with impatience for them to reopen with the drop of water " to cool his parched tongue"—but in vain. Leaving him to his fate, she hobbled about the room to secure a golden harvest, before others should make their appearance, and share it with her. His purse was on the table; she removed the gold which it contained, and left the silver; she chose that which she imagined to be the most valuable of the three rings on the dressing table; she detached one seal from the chain of his watch. She then repaired to the wardrobe, and examined its contents. One of her capacious pockets was soon filled with the finest cambric handkerchiefs, all of which she first took the

precaution to open, and hold up to the light, rejecting those which were not of the finest texture. The silk stockings were the next articles that were coveted; they were unfolded one by one, and her skinny arm passed up, that the feet might be extended by her shrivelled hands, to ascertain whether they were darned or not—if so, they were rejected.

"The wardrobe was on the opposite side of the bed; and on that side the curtains had not been closed. The dying man had still enough sight left to perceive the employment of his attendant. What must have been his feelings! He uttered a deep groan, which startled the old hag, and she repaired to the bed-side, to examine the state of her charge.

"Again he pointed with his finger to his mouth—and again she returned to her employment, without having rendered the assistance which he required. His eyes followed—and his finger still pointed. Having ransacked every drawer, and secured all that she dared take, or that her pockets could contain, she rang the bell for the servants of the house; then pulling out her handkerchief, ready to put to her eyes in token of sympathy, she sat down on her easy chair, to await their coming.

"In the mean while, the eyes of the unfortunate man gradually turned upward; his vision was gone, but his agonising thirst continued to the last: and when the retainers of the family came in, he was found dead, with his finger still pointing in the same direction."

The Author lashes, with as much vigour as wit, those cases of defeat which occasion recriminations between the land and sea services, of which the expeditions to Carthagena, Ferrol, and Flushing, are notable examples. His statement of the army, thinking that the navy might have beaten down stone ramparts ten feet thick; and the navy wondering why the army had not walked up the same ramparts, which were thirty feet perpendicular, is inimitably graphic. Besides the general spirit of observation throughout the work, the dialogues are irresistibly "taking;" and, as a specimen, we take a sample at random.

"'You, Billy Pitt! is all my linen come on board?'

"'Yes, Sar,' replied Billy, who was in Courtenay's cabin; 'I make bill out; just now cast up multerpication of whole.'

"'I 'm afraid you very often use multiplication in your addition, Mr. Billy.'

"'True bill, Sar,' replied Billy, coming out of the cabin, and handing a paper to Courtenay.

"'What 's this?—nineteen tarts! Why, you black thief, I never had any tarts.'

"'Please let me see, Sar,' said Billy, peering over his shoulder. 'Yes, Sar, all right—I count e'm. Tell washerwoman put plenty of tarch in collar.'

"'Shirts, you *nigger!*—why don't you learn to spell with that dictionary of yours?'

"'Know how to spell very well, Sar,' replied Billy, haughtily; 'that my way spell '*tarts.*'

"'Fourteen tockin, seventeen toul.'—You do know how to spell to a T.'

"'Massa Courtenay, Doctor not write same way you write.'

"'Well, Mr. Billy.'

"'You not write same way me—ebery gentleman write different hand. Now, if ebery gentleman write his own way, why not ebery gentleman spell his own way? Dat my way to spell, Sar,' continued Billy, very much affronted.

"'I can't argue with you now, Mr. Billy—there 's one bell after four striking, and I have hardly had a glass of wine, from your bothering me. Upon my soul, it 's excessively annoying.'

"'One bell, Mr. Courtenay!' cried Jerry, at the gun-room door; 'Mr. Price will thank you to relieve him.'

"'I say, Mr. Prose,' continued Jerry, as he passed through the steerage to return on deck, 'I 'll just trouble you to hand your carcass up as soon as convenient.'

"'Directly, Jerry,—I—will—but my tea—is so hot.'

"'Well, then, leave it, and I 'll drink it for you,' replied Jerry, ascending the ladder."

This spice of humour must be contrasted with the vivid grandeur of the Oriental field-sports, to which the officers of the frigate were invited.

"The game which had been driven from jungle to jungle for many miles round, was now collected together in one large mass of underwood and low trees, three sides of

which were surrounded by the natives, who had been employed in the service, and who had been joined by many hundreds from the town and neighbouring villages. As soon as the party arrived, those who were on horseback dismounted, took their stations upon the howdahs of the elephants, and collected at the corner of that side of the jungle at which the animals were to be driven out. The scene was one of the most animating and novel description. Forty or fifty of the superior classes of natives, mounted upon fiery Arabians, with their long, glittering boar-spears in their hands, and above one hundred on foot, armed with muskets, surrounded the elephants upon which the officers were stationed. The people, who were waiting round the jungle, silent themselves, and busy in checking the noise and impatience of the dogs, held in leashes, whose deep baying was occasionally answered by a low growl from the outskirts of the wood, now received the order to advance. Shouts and yells, mixed with the barking of the dogs, were raised in defeaning clamour on every side. The jungle, which covered a space of fifteen or twenty acres, and which had hitherto appeared but slightly tenanted, answered, as if endued with life, by waving its boughs and rustling its bushes in every direction, although there was nothing to be seen.

"As they advanced, beating with their long poles, and preserving a strait and compact line, through which nothing could escape, so did the jungle before them increase its motion; and soon the yells of thousands of men were answered by the roars and cries of thousands of brute animals. It was not, however, until the game had been driven so near to the end of the jungle at which the hunters were stationed, and until they were huddled together so close that it could no longer contain them, that they unwillingly abandoned it. The most timorous, the rabbit and the hare, and all the smaller tribes, first broke cover, and were allowed to pass unnoticed; but they were soon followed by the whole mass, who, as if by agreement among themselves, had determined at once to decide their fate.

"Crowded in incongruous heaps, without any distinction of species or of habits, now poured out the various denizens of the woods—deer in every variety locking their horns in their wild confusion; the fierce wild-boars, bristling in their rage; the bounding leopards; the swift antelope, of every species; the savage panthers; jackals, and foxes, and all the screaming and shrieking infinities of the monkey tribe. Occasionally, amongst the dense mass could be perceived the huge boa-constrictor, rolling in convolutions—now looking back with fiery eyes upon his pursuers, now precipitating his flight—while the air was thronged with its winged tenants, wildly screaming, and occasionally dropping down dead with fear. To crown the whole, high in the expanse a multitude of vultures appeared, almost stationary on the wing, waiting for their share of the anticipated slaughter. And as the beasts threw down and rolled over each other in their mad career,—the preyer and the preyed upon, the powerful and the weak, the rapacious and the harmless, the destroyer and his victims—you might have fancied, from the universal terror which prevailed, that it was a day of judgment to which the inhabitants had been summoned. It was not a day of mercy."

We would willingly insert the coxswain's delectable detail of the disasters consequent upon shooting and drowning a black cat, for having made the master's sextant-case "all of a smudge," but that we must hasten to the closing chapters. Here extraordinary talent is evinced; intensely absorbed in fearful interest, we have actually fancied the spray flying over us, as we proceeded; and though we would not destroy the effect of a tale by blabbing the catastrophe —that mysterious criterion of dexterity in novelists—we cannot but express our regret, we had almost said resentment, at the unexpected horrors of the termination.

Johnson asserts, that all the fictions of the last age would vanish if they were deprived of a "hermit and a wood, a battle and a shipwreck;" but the sturdy moralist had never met with a battle like that between the Aspasia and her gigantic opponent, nor a disaster like their consequent wrecks, or he must have confessed that genius can ever create novelty. The reader must be indulged with a few snatches from this admirable description.

"At daylight, the gale having rather increased than shown any symptoms of abating, the captain was giving directions for the foresail to be taken off, when the seaman who was stationed to look out on the lee-gangway, cried out, 'A sail on the lee-beam!'

"'A sail on the lee-beam, Sir!' reported the officer of the watch to the captain, as he held on by a rope with one hand, and touched his hat with the other.

" ' Here, youngster, tell the sentry at the cabin-door to give you my deck glass,' said Capt. M—— to Merrick, who was one of the midshipmen of the morning watch.

" ' She 's a large ship, Sir—main and mizen-masts both gone,' reported Bully, who had mounted up three or four ratlines of the main rigging.

" The midshipman brought up the glass; and the Captain, first passing his arm round the forebrace to secure himself from falling to leeward with the lurching of the ship, as soon as he could bring the strange vessel into the field of the glass, (no easy task under such circumstances, except to the practised eye of a sailor,) exclaimed, ' A line-of-battle ship, by Heavens! and if I am any judge of a hull, or the painting of a ship, she is no Englishman.'

" Other glasses were now produced, and the opinion of the Captain was corroborated by that of the officers on deck.

" ' Keep fast the foresail, Mr. Bully. We 'll edge down to her. Quarter-master, see the signal-haulyards all clear.'

" The Captain went down to his cabin, while the frigate was kept away as he directed, the master standing at the conn. He soon came up again: ' Hoist No. 3 at the fore, and No. 8 at the main. We 'll see if she can answer the private signal.'

" It was done, and the frigate rolling heavily in the trough of the sea, and impelled by the furious elements, rapidly closed with the stranger. In less than an hour they were within half a mile of her; but the private signal remained unanswered.

" ' Now then, bring her to the wind, Mr. Pearce,' said Capt. M——, who had his glass upon the vessel.

" The frigate was luffed handsomely to the wind, not, however, without shipping a heavy sea. The gale, which, during the time that she was kept away before the wind, had the appearance, which it always has, of having decreased in force, now that she presented her broadside to it, roared again in all its fury.

" ' Call the gunner—clear away the long gun forward—try with the rammer whether the shot has started from the cartridge, and then fire across the bows of that vessel.'

" The men cast loose the gun, and the gunner taking out the bed and coin, to obtain the greatest elevation to counteract the heel of the frigate, watched the lurch, and pitched the shot close to the forefoot of the disabled vessel, who immediately showed French colours over her weather-quarter.

" ' French colours, Sir!' cried two or three at a breath.

" ' Beat to quarters, Mr. Bully,' said Capt. M——.

" ' Shall we cast loose the main-deck guns?'

" ' No, no—that will be useless; we shall not be able to fire them, and we may have them through the sides. We 'll try her with the carronades.'

" It was easy to perceive, without the assistance of a glass, that the men on board the French line-of-battle ship were attempting, in no very scientific manner, to get a jury-mast up abaft, that by putting after-sail on her they might keep their vessel to the wind. The foresail they dare not take off, as without any sail to keep her steady, the remaining mast would in all probability have rolled over the side; but without after-sail, the ship would not keep to the wind, and the consequence was, that she was two points off the wind, forging fast through the water, notwithstanding that the helm was hard a-lee.

" ' Where are we now, Mr. Pearce?' interrogated the Captain—' about eight or nine leagues from the land?'

" ' Say seven leagues, Sir, if you please,' replied the master, ' until I can give you an exact answer,' and he descended the companion ladder to work up his reckoning.

" ' She 's leaving us, Mr. Bully—keep more away, and run abreast of her. Now, my lads, watch the weather roll,—round and grape—don't throw a shot away—aim at the quarter-deck ports. If we can prevent her from getting up her jury-masts, she is done for.'

" ' As for the matter of that,' said the quarter-master, who was captain of one of the quarter-deck guns, we might save our shot. They havn't *house* enough to get them up if left all to themselves—however, here 's a slap at her.'

" The frigate had now closed within three cables' lengths of the line-of-battle ship, and considering the extreme difficulty of hitting any mark under such disadvantages, a well-directed fire was thrown in by her disciplined seamen. The enemy attempted to return the fire from the weather main-deck guns, but it was a service of such difficulty and danger, that he more than once abandoned it. Two or three guns disappearing from the ports, proved that they had either rolled to leeward, or had been precipitated down the hatchways. This was indeed the case, and the French sailors were so much alarmed

from the serious disasters that had already ensued, that they either quitted their quarters, or, afraid to stand behind the guns when they were fired, no aim was taken, and the shots were thrown away. Had the two ships been equally manned, the disadvantage, under all the misfortunes of the Frenchman, would have been on the side of the frigate; but the gale itself was more than sufficient employment for the undisciplined crew of the line-of-battle ship. The fire from the frigate was kept up with vigour, although the vessel lurched so heavily as often to throw the men who were stationed at the guns into the lee-scuppers, rolling one over the other in the water with which the decks were floated; but this was only a subject of merriment, and they resumed their task with the careless spirit of British seamen. The fire, difficult as it was to take any precise aim, had the effect intended, that of preventing the French vessel from rigging any thing like a jury-mast. Occasionally the line-of-battle ship kept more away, to avoid the grape, by increasing her distance; but the frigate's course was regulated by that of her opponent, and she continued her galling pursuit.

"It was no time for man to war against man. The powers of Heaven were loose, and in all their fury. The wind howled, the sea raged, the thunder stunned, and the lightning blinded. The Eternal was present, in all his majesty; yet pigmy mortals were contending. But Capt. M—— was unmoved, unawed, unchecked; and the men, stimulated by his example, and careless of every thing, heeded not the warning of the elements.

"The fire upon the French vessel was warmly kept up, when the master again came on deck, and stated to the Captain, that they could not be more than four leagues from a dead lee-shore, which, by keeping away after the French vessel, they must be nearing fast. 'She cannot stand this long, Sir. Look to windward—the gale increases—there is a fresh hand at the 'bellows.' The wind now redoubled its fury, and the rain, that took a horizontal, instead of a perpendicular direction, from the force of the wind, fed the gale instead of lulling it. The thunder rolled—and the frigate was so drenched with water, that the guns were primed and reprimed, without the fire communicating to the powder, which in a few seconds was saturated with the rain and spray. This was but of little consequence, as the squall and torrents of rain had now hid the enemy from their sight. 'Look out for her, my men, as soon as the squall passes over,' cried Capt. M——.

"A flash of lightning, that blinded them for a time, was followed by a peal of thunder, so close, that the timbers of the ship trembled with the vibration of the air. A second hostile meeting of electricity took place, and the fluid darted down the side of the frigate's main-mast, passing through the quarter-deck in the direction of the powder-magazine. Capt. M——, the first-lieutenant, master, and fifty or sixty of the men, were struck down by the violence of the shock. Many were killed, more wounded, and the rest, blinded and stunned, staggered, and fell to leeward with the lurching of the vessel. Gradually, those who were only stunned recovered their legs, and amongst the first was the Captain of the frigate."

* * * * * *

"The contending ships were now about two cables' lengths from each other, with a high rocky coast, lashed with a tremendous surf, about three-quarters of a mile to leeward. The promontory extended about two points on the weather-bow of the frigate, and a low sandy tongue of land spread itself far out on her weather-quarter, so that both vessels were completely embayed. The line-of-battle ship again made an attempt to get up some after-sail; but the well-directed fire of the frigate, whenever she rose on the tops of the mountainous waves, which at intervals hid the hulls of both vessels from each other, drove the Frenchmen from their task of safety, and it was now evident that all command of her was lost. She rolled gunnel under, and her remaining mast went by the board.

"'Nothing can save her now, Sir,' replied the master.

"'No,' replied the Captain. 'We have done our work, and must now try to save ourselves.'

"'Secure the guns—be smart, my lads, you work for your lives. We must put the main-sail on her, Mr. Pearce, and claw off if we can.'

"The master shook his head. 'Hands by the clue-garnets and buntlines—man the main-sheet—let-go those leech-lines, youngster—haul aboard.'

"'It 's a pity too, by G—d,' said the Captain, looking over the hammock-rails at the French vessel, which was now running before the wind right on to the shore, dragging the wreck of her masts on each side of her—'Eight or nine hundred poor devils will be called to their last account in the course of a few minutes. I wish we could save them.'

"'You should have thought of that before, Sir,' said the master, with a grave smile at this re-action of feeling on the part of the Captain. 'Nothing can save them, and I am afraid that nothing but a slant of wind or a miracle can help ourselves.'

"'She has struck, Sir, and is over on her broadside,' said the quarter-master, who was standing on the carronade slide.

"'Mind your conn, Sir; keep your eyes on the weather leech of the sail, and not upon that ship,' answered the Captain, with asperity.

* * * * * *

"One of the men, whom he had sent to reconnoitre, returned in a few minutes, stating, that behind a jutting rock, which he pointed to with his finger, not two hundred yards distant, he had discovered a hut, or what in Ireland is termed a shealing, and that there appeared to be a bridle-road from it leading over the mountain. To this shelter our hero determined to remove his disabled men, and, in company with the boatswain and the man who had returned with the intelligence, set off to examine the spot. Passing the rock, he perceived that the hut, which bore every sign, from its smokeless chimney and air of negligence and decay, to have been some time deserted, stood upon a piece of ground, about an acre in extent, which had once been cultivated, but now was luxuriant with a spontaneous crop of weeds and thistles. He approached the entrance, and as the rude door creaked upon its hinges when he threw it open, was saluted by a faint voice, which cried, '*Qui-va-là?*'

"'Why, there's Irishmen inside,' observed the sailor.

"'Frenchmen rather, I should imagine,' replied our hero, as he entered and discovered seven or eight of the unfortunate survivors of the French line-of-battle-ship, who had crawled there, bruised, cut, and apparently in the last state of exhaustion.

"'*Bon jour, camarade,*' said one of them, with difficulty raising himself on his elbow—'*As-tu d'eau de vie?*'

"'I am afraid not,' replied Seymour, looking with compassion on the group, all of which had their eyes directed towards him, although from their wounds and bruises they were not able to turn their bodies. 'We are shipwrecked, as well as you.'

"'What! did you belong to that cursed frigate.'

"'We did,' replied Seymour, 'and there are but few of us alive to tell the tale.'

"'*Vive la France!*' cried the Frenchman. '*Puis qu'elle n'a pas échappée,—je n'ai plus des regrets.*'

"'*Viva, viva!*' repeated the rest of the French party, in faint accents.

"'*Et moi, je meurs content!*' murmured one, who, in a few seconds afterwards, expired.

"'Are you the only survivors?' demanded Seymour.

"'All that are left,' replied the spokesman of the party, 'out of eight hundred and fifty men—*Sacristie—as-tu d'eau de vie?*'"

Indeed, the whole narrative is supported with dramatic skill; and he who can accompany the gallant and chivalrous Capt. M. without emotion, must have an insensible heart. Nor is the obvious literary ability the principal merit of the work; that writer who can make the nation acquainted with the passions, manners, and occupations,—the hardships, privations, and patriotic devotion of sea-life, deserves the thanks of the public; and those thanks are the meed of the Author of "The King's Own."

We dismiss these clever volumes with a sentiment in which all who really wish well to the prosperity of Great Britain will warmly sympathize.

"Fellow-countrymen, if you are at all interested with the scenes I am now describing, and which, if you have any feeling, you must be (however imperfect the description), let the author, a sailor himself, take this favourable opportunity of appealing to you in behalf of a service at once your protection and your pride. For its sake, as well as your own, listen not to those who, expatiating upon its expense, and silent upon its deserts, would put a stop to hardly earned promotion, and blast with disappointment the energies of the incipient hero. And may those to whom the people at large have delegated their trust, and in whom they have reposed their confidence, treat with contempt the calculations, and miscalculations, of one without head and without heart!"

MILITARY SURGERY.

DR. BALLINGHALL'S LECTURES.*

"CAMBYSES said to Cyrus, medical officers employ themselves chiefly in treating the sick and nursing the infirm; they would be much more usefully employed if they would devote their attention to the means of preventing disease, and of checking its progress among troops."—We cannot too strongly express our concurrence with this opinion, and therefore congratulate the army on the publication of these lectures, which contain an outline of the measures which ought to be adopted, with the view of promoting the health and efficiency of an army. A complete code of instruction on this branch of the duty of a medical officer, would embrace the following leading topics:—General principles of the recruiting of an army, including the period of engagement, &c. &c.; —Minimum and maximum age of recruits;—The qualities of recruits required for different branches of the service, as the infantry, cavalry, or artillery;—Medical inspection of recruits;—The peculiar attentions which should be devoted to the care of recruits;—The provisioning of troops. This is a very important subject, and deserves the most careful consideration; it ought, of course, to embrace fully, and in detail, every essential fact in regard to the quantity and quality of rations suitable in different climates; as also the hours of repast, and the best mode of dressing the rations, and cooking utensils. The clothing of soldiers, in as far as health, comfort, and convenience are concerned,—connected with this topic, is personal cleanliness, a measure intimately related to health. The construction of barracks—Barrack equipment—Hospitals and hospital equipment—General principles of military discipline—punishments—duty—amusements—marching—means of preserving health in the field—encampments—bivouacks—the embarkation of troops—the influence of climate upon the health of soldiers, and the best means of preventing hurtful consequences—the duty of discharging soldiers on account of disabilities, and of assisting in awarding to individuals a recompense in proportion to the claims they may have upon the country.

Dr. Ballingall's work embraces a great number of the topics which we have enumerated: and we trust he will find an opportunity of further extending it, and of discussing some of the subjects merely glanced at for the present more in detail. Dr. Ballingall will recollect that he fills the only chair of military surgery in this country, and that to him particularly, the army, have a right to look for instruction upon the means of preserving the health of soldiers. His talents, his industry, his success as an author, and, perhaps, above all, his experience of the duties of a medical officer in a tropical as well as in a temperate climate, eminently qualify him for the task. His present work does him infinite credit; it is full of important facts and observations, with which not only medical, but all classes of officers of the army ought to be intimately acquainted. We are aware that some individuals, even of the medical profession, endeavour to undervalue the importance of lectures on military surgery, and the means of preserving the health of soldiers: the best conclusion we can come to on this point is to infer, that they never had any practical acquaintance with this subject respecting which they venture to give an opinion.

"The author's principal object in committing these lectures to the press, is to enable him to refer his pupils, particularly those who are late in entering, to a concentrated view of the subjects embraced in this introductory division of the course, founded upon acknowledged principles, divested of technicalities, which young men, strangers to the service, cannot possibly understand, and unincumbered with details, which it is not only impossible to bear in mind, but which are liable to be varied from time, according to circumstances, or even to the caprice of individuals. He is also desirous, by the publication of these lectures, to leave himself more unfettered, and to be enabled to devote

* Introductory Lectures to a Course of Military Surgery, delivered in the University of Edinburgh. By George Ballingall, M.D., F.R.S.E. Regius Professor of Military Surgery, &c. &c.

an increased share of attention to subjects more strictly professional, particularly to the consideration of wounds, and of those other accidents and diseases which form the great body of his course. In conclusion, he would avow a like motive to that which so worthily actuated one of his learned colleagues upon a similar occasion; he is desirous of proving to the public, and, above all, to that distinguished statesman, whose disinterested patronage placed him in the chair he fills, that he has not been inattentive to the duties which it imposed upon him."

These lectures are five in number. The first chiefly consists of historical notices of the principal writers on military surgery. The list of authors is full, and strict justice is awarded to the labours and merits of each individual. But, as the Professor states—

"Military surgery, as it now exists, is so essentially the creation of the late war, its principles, however, have been so fully established, and its future practice must be so much influenced by the experience acquired in the recent campaigns, that no great or extended research can be necessary to enable me to lay before you such information as may qualify you to practise military surgery, with credit to yourselves, with benefit to your sick and wounded comrades, and with advantage to the state."

The Professor commences his second lecture, by calling the attention of his pupils

"To some of those points in the physical constitution of individuals which best qualify for the duties of a soldier, and to advert to some of those circumstances in the accommodation and equipment of troops, upon the due regulation of which their efficiency and exemption from disease depends."

The selection of recruits forms a very important part of a surgeon's duty, "*An army raised without proper regard to the choice of its recruits, was never yet made good by length of time.* (Vegetius.) The peasant is much more likely to become a healthy efficient soldier than the artizan, or the reduced and often vicious inhabitant of a great city. The worst recruits we ever saw came from the barracks. A very small proportion only of the children of soldiers reach the age of manhood, and those who do survive the privations they undergo, are commonly stinted in their growth: frequently scrofulous, and as to their morals we shall leave that point to the imagination of our readers. "*Le besoin, les privations, la misère détruisent rapidement l'existence. L'homme n'a pas d'ennemi plus redoutable que la maladie, et qu'est à qui la misere sinon une maladie continuelle?*" When a recruit possesses the requisite marks of strength and a sound constitution, we should not be extremely scrupulous in regard to his height, as it is of much more importance that he should be strong than tall. One remarkable fact in the natural history of man may be mentioned as it is in connection with this subject, namely, that the mean height of the inhabitants of towns is greater than that of the inhabitants of the country, particularly under twenty-one years of age. To be an efficient soldier, it is essential that a man should have muscular limbs; in other words, that he should be able to endure the fatigue incident to long marches. Marshal Saxe, with truth asserted, that many a battle was won by means of the legs. Before a Roman conscript was finally approved, he underwent a probation of four months, for the purpose of ascertaining whether he was in all respects fit for military service. When, at the end of that period, it was satisfactorily proved that he had sufficient activity and strength, calculated to enable him to surmount the hardships of a soldier's life, and if at the same time it appeared that he possessed the requisite mental capacity, and a due degree of military courage, he received the military mark which was indelibly imprinted on the hand, either by a hot iron or by other means.

In regard to the minimum age of recruits, we are glad to find that the Professor reprobates the practice of "enlisting boys before their growth is completed and their constitutions formed." Prior to the age of twenty or twenty-one, few individuals possess the requisite physical power calculated to enable them to accomplish the exigencies of military service. Until a recruit has attained the age of manhood, a medical officer is unable to decide, with any degree of confi-

dence, in regard to his prospective efficiency. Previously to the age of twenty, nature is employed in perfecting her work, and although a certain degree of exercise is conducive to health in adolescence, it is certain that a youth requires more food and sleep than the perfect man, he is at the same time less able to endure the fatigue of drill. The privation of friends, physical and mental excitement, are debilitating influences, which are much more felt by the youth than in more advanced life. Young lads are peculiarly susceptible of consumption and other diseases of the chest. Persons who have been three or four years at a trade, or some regular occupation, make much better soldiers than mere striplings. They assume military habits, and they conform with more ease to the system of diet, and the restraint necessary to subordination; having more experience, they are commonly more careful of their health, and less disposed to brave the causes of diseases. When indisposed, they give more aid to a medical officer in his curative measures, by better attention to the means recommended for their recovery. "Growing lads" are commonly spoken of in terms of recommendation by recruiting officers, chiefly, perhaps, because they may generally be engaged a little under the standard height, but we should never wish to see a recruit approved until he is fully grown. The period at which a man attains his full height, is very different in various individuals. During the greater part of the last war, the minimum height of conscripts for the French army was five feet one inch, English measure, and this height was frequently not attained until twenty-two or twenty-three years of age.

"Si nous sommes sages, nous exigerons que nos recrues aient au moins dix-huit ans, et sans doute nos neveux plus sages que nous exigeront qu'ils aient atteint leur *vingt-unième* année."—*Art. Engagement, Ency. Meth.*

We shall make no apology for extracting a short paragraph on this topic from a work lately published in France under the following title:—"De l'Opération Médicale du Recruitement, et des Inspections Générales. Par A. G. Coche, Chirurgien-Major."

"On voit par cet exposé qu'à dix-huit ans la santé du jeune homme est sans cesse compromise; qu'il trouve au dehors comme au dedans de lui mille sources de maladies plus ou moins graves; et qu'en cet état il ne saurait présenter assez de garanties réelles de son existence pour faire un soldat dans toute l'acceptation du mot; les armées recruitées d'hommes trop jeunes se depeuplent bien plus par les maladies que par le feu de l'ennemi."

The Professor gives us a quotation from Dr. Luscombe's work on the Health of Soldiers, where it is said, that "a corps or army would be very considerably more healthy and efficient, if all men under twenty were excluded, and recruits admitted of *forty* or *forty-five* years of age." To enlist men at forty or forty-five would be an admirable plan to speedily recruit the pension list. A man at forty-five may no doubt be able for certain duties, but how long will he remain so? No; the period during which a man may be expected to be able to meet the exigencies of military service, is between twenty and forty years of age: under twenty few individuals are able to undergo the fatigue incident to a soldier's life; and above forty, but a small proportion of an army is both able and willing to execute the various duties to which soldiers are liable.

Our author next insists upon "the importance of wholesome diet to the preservation of health, and its efficacy in resisting the inroads of disease." His remarks on this subject are judicious and appropriate. He seems to think that "breakfast messes are not yet universal in the army." Now, we are of opinion that breakfast is recognised as a regular meal in all, or very nearly all, the corps in the service. Dr. B. will be glad to learn, that a successful attempt has been made to establish a third meal, namely, a "coffee," or supper, in some corps. The men generally approve of the measure, and the prevalence of intemperance has been checked by it. The following are the items required for supper to ten men in one corps, and the price each cost last November.

	s.	d.
Bread, 5lbs. at 4lbs. for 7d.	0	$8\frac{12}{16}$
Coffee, $3\frac{1}{2}$ oz. at 1lb. for 2s.	0	$5\frac{4}{16}$
Sugar, 9 oz. at 1lb. for 7d.	0	$3\frac{15}{16}$
Milk, $1\frac{1}{2}$ pint,	0	$2\frac{4}{16}$
	1	$8\frac{9}{16}$

The coffee is prepared by half-past six o'clock in winter, and half-past seven in summer. We could wish to see some general rule established in regard to the messing of soldiers; the system would admit of being made more uniform.

The intemperate use of spirits has always proved a bane to the British service. Of the destructive effects of dram-drinking, Dr. Rollo has recorded a remarkable instance. The 45th regiment, while stationed in Grenada, lost within a very few weeks twenty-six men, out of ninety-six sick. This circumstance was the more remarkable, as the island was at the time considered healthy. Upon an investigation into the causes of the mortality, it was discovered that the common breakfast among the men was a glass of raw spirits with a slice of broiled salt pork. Arrack and bread is not an uncommon breakfast among the European soldiers in India. It is chiefly upon foreign stations that the ruinous consequence of excesses amongst the soldiery are conspicuous, and perhaps there is no situation where it is seen in a more deplorable shape than in India. When in a state of brutal intoxication, soldiers often lie exposed to the ardent rays of a vertical sun, the parching land winds, or the night dews, all fertile sources of disease in that country. Under such circumstances, they are frequently subjected to the ridicule and even the insults of the natives, so that it appears to our author a matter of surprise that our hold of the country has not been materially weakened by the dissipated character of the European soldiers. The cheapness of the necessaries of life in India, gives a soldier the command of a considerable amount of superfluous cash, which he commonly employs in the purchase of spirituous liquors. Another evil of a similar kind used to exist, for we cannot speak positively in regard to recent arrangements, namely, the low amount of hospital stoppages; and hence, when a soldier was discharged to duty, he received a large balance of pay; the consequence was, that he frequently entered upon a course of dissipation, which very probably ended in a relapse of his former complaint, or perhaps a new one was contracted by an unguarded connection with the first prostitute* he met. Perhaps he neglected his duty while in a state of intoxication, or in the state of excitement became insolent to his officer,—either event led to his confinement, to his subsequent punishment, and to his being transferred to the hospital, where he lay till a similar balance became due, went out and acted a similar scene over again. To such an extent is the baneful practice of intoxication carried by the soldiers in India, that numerous instances of madness, of maiming, of suicide, and of murder, occur in consequence. We recollect a remarkable instance of suicide, in as far as the means of effecting it are concerned, having taken place during a state of inebriety. A soldier was found dead upon his cot and bathed in blood; after finishing the arrack contained in a quart bottle, the man had either by accident or design fractured it, and by means of the fragments committed suicide, by dividing some of the large blood vessels in the neck. The excesses, irregularities, and atrocious crimes which have occurred in the army in India, in consequence of intemperance, are indeed generally well known.

In a General Order issued by Sir Thomas Hislop, under date, Madras, 20th

* Things are differently managed in the Prussian army, where "Un soldat qui est attaqué de maladie Vénérienne reçoit *cent coups* de baton en sortant de l'hôpital," and no doubt this measure operates in diminishing the number of candidates for admission into hospital.

October, 1818, the Lieutenant-General states, that he "cannot too strongly deprecate the shallow argument of pleading intoxication in mitigation of guilt, for experience has demonstrated that drunkenness is the prolific source of almost every crime that is committed by the soldiery in this country. Since the institution of the Recorders and Supreme Courts at Madras, no less than thirty-four British soldiers have forfeited their lives for murder, and most of them were committed in their intoxicated moments." During the short period when the men of the —— regiment were permitted to volunteer, upon the corps being about to leave India for this country, three men died from the immediate effects of large potations of Arrack. To check this destructive habit, Dr. Ballingall recommends "the regular establishment of tea, or in situations where the abundance and cheapness of provisions render it practicable, of three meals a day, and the frequent payment of the soldiers' balances." The Professor does not appear to be aware that the balances of the infantry regiments are now paid daily instead of monthly. When Dr. Ballingall was so well acquainted with the atrocities and loss of life occasioned by the abuse of spirituous liquors, we are surprised he did not include a proposition to abolish the issuing of spirit rations, among his means of checking the destructive habit of intemperance. We have not space at present to discuss this subject fully, but we feel confident, that to the imprudent measure of issuing spirits as *an indispensable article of diet*, under all circumstances, tens of thousands have sunk into a premature grave. In 1824, the quantity of spirit rations usually issued to the seamen in the Royal Navy, was diminished *one-half*; and if we are correctly informed, the American Government has lately passed a law permitting and encouraging the seamen to commute their spirit rations for money or articles of diet. These are highly laudable examples. We could have wished that the Professor had lent his powerful influence to combat some of the erroneous opinions entertained regarding the use of spirituous liquors. Among these erroneous notions may be mentioned—

1st. The opinion that spirits contribute to enable men to undergo great fatigue.

2dly. That the free use of spirits fortifies the human system against the effects of disease, and prevents the influence of the cause of endemic fever in tropical climates. On this subject, Desgenettes, in his Medical History of the French Army in Egypt, observes, that "daily experience demonstrates that almost all the soldiers who indulge in intemperate habits, and that are attacked with fevers, never recover; nay, we may go still farther, and say that they have been more liable to an attack of the disease." This opinion is, we believe, consonant with the experience of observing medical officers of the British army.

3dly. That the injurious effects of the intemperate use of inebriating liquors are chiefly to be attributed to the quality of the liquor, rather than to the quantity, or the unintermitting regularity with which it is swallowed, namely what is in India called "bad spirit," "Pariah Arrack." Now, what is Pariah Arrack, but spirits not mellowed by age? New spirit is perhaps more likely to disagree with the stomach than that which is older; but mellow spirits, regularly imbibed in considerable quantity, will convert the tippler into a drunkard, and the drunkard into a sot, as effectually as spirits drunk hot from the still.

The third lecture treats of the accommodation of troops in camp, in barracks, and in billets.

4th. On the site, construction, and ventilation of hospitals, &c. &c.

5th. Means of transporting sick and wounded.

The Doctor evinces an intimate practical acquaintance with the subjects discussed in these lectures, as well as with the best authors who have written upon the means of preserving the health of soldiers. Our limits will not permit us to extend our remarks upon this valuable publication; we shall, therefore, conclude by observing, that it ought to be in the possession of every medical officer of the army, and that commanding officers should be intimately acquainted with its pages.

NAVAL ADMINISTRATION OF GREAT BRITAIN SINCE 1815.*

It is a characteristic of the true patriot to carry his views for the public weal into futurity, and to aim at rendering service to the state even beyond the grave. That the testament, as it may be termed, of a "Flag Officer," (the late Sir Charles Penrose,) conveyed in the pamphlet under notice, is eminently entitled, both by its patriotic spirit and judicious reflections, to be received by his country and by the Naval profession especially, as a legacy of no common price, will, we doubt not, be readily acknowledged on a perusal of its contents. Temperate and loyal in its tone, sound and sagacious in its reasoning and deductions, this posthumous essay embodies the observation and experience of a long and active life, spent with little intermission in the service of a not ungrateful country. It will be seen, however, that there is scarcely a topic discussed in its pages which we have not ourselves adverted to, and treated in a corresponding spirit. We are gratified in having the unpremeditated coincidence of so qualified an observer, whose views bear so forcibly upon our naval tactics, economy, and relations as respects other powers, and point with so seamanlike a glance at the most fitting remedies for the alleged defects in our present Naval system, with more immediate reference to the modifications in maritime warfare which renewed hostilities would undoubtedly call into action, that we shall extract largely to bring the whole subject within the scope of such of our readers as may not have access to a pamphlet, destined to merited popularity. The latter being itself an analytical commentary on the subjects of which it treats, and concurring, generally, as our recorded opinions attest, in its reasoning and inferences, we shall proceed for the present to select some of its more generalized passages without farther comment of our own.

The 'Remarks," which, we are told by their Editor, constituted the principal employment of the Author during the last year of his life, and were illustrated by corroborative notes too voluminous for the description of publication resorted to, commence in the following considerate and collected strain.

"During the time I have been employed in arranging the following remarks on the conduct of our naval administration since the peace of 1815, it has often occurred to me to consider whether the subject is in itself of sufficient importance, and the errors which I intend to point out of sufficient magnitude, to justify an individual situated as I am, without command or responsibility, in arraigning his superiors at the bar of public opinion, and charging them with serious mistakes in the performance of their official duties.

"I have very frequently and seriously asked myself these questions; and the only reply which has suggested itself is, that, in the first place, no one will, I think, deny the undoubted importance of the question to be discussed; and secondly, as far as regards myself individually, I can most conscientiously disclaim every motive which in any way partakes of personal or political feeling. My advanced age entirely precludes my looking forward to further service in any capacity. I am not soured by disappointments; for my services, such as they are, have been rewarded to the full extent of my wishes or expectations. I have no resentments to gratify, and I can therefore truly declare that I am induced to enter on the present discussion solely and entirely from a deep sense of its paramount importance to my country; and that I should infinitely have preferred silent approbation, had it been possible, to the invidious task which I am reluctantly undertaking.

"Let me, however, before I commence my observations, assure my readers, and especially those to whom I may appear to impute blame, that I write these pages under a full conviction of the difficulty of directing so great a department as that over which they preside, in such a manner as to secure universal satisfaction; and although I should wish to see some important alterations, yet I am perfectly aware that at no former period of peace was the British navy in many points in so satisfactory a state, or in better preparation for any sudden emergency. I render therefore full justice to those by whose zeal and exertions this result has been obtained; and if, in the course of these remarks, I am thought to censure too severely those to whom much national gratitude

* Remarks on the Conduct of the Naval Administration of Great Britain since 1815. By a Flag Officer.—Ridgway.

is due, I trust they will attribute any involuntary warmth of expression to the natural anxiety and earnestness of an old officer, who fears that in some important points we are too pertinaciously adhering to antiquated systems, and not sufficiently attentive to the changes which are operating around us.

"I write with all the advantages which my having been an eye-witness of former errors and mismanagements can confer. I remember the commencement of the two last wars in 1778 and 1793, and the circumstances which I shall presently state, will, I think, convince my readers that, at both the above-named periods, many opportunities of achieving brilliant successes were lost, and incalculable injury inflicted by our enemies on our commercial marine, in consequence of the vicious system which at that time prevailed to the greatest extent, (and is even now far from being totally eradicated,) of adhering to old models and old classes in the construction of our ships of war, instead of carefully observing the improvements introducing around us, and more especially amongst our most formidable rivals. A few instances will suffice:—After the peace of 1763, when the combined fleets of France and Spain had been almost totally destroyed by a series of reverses unparalleled in naval history, and terminating with the surrender of an entire fleet at the Havannah,* these two powers were of course obliged, during the fifteen years which ensued, to create an entirely new navy; and within the same period ours was also probably almost entirely rebuilt, but on such different principles, that when war again broke out in 1778, we very soon found ourselves entirely overmatched, not only in the numbers, but in the description of ships with which they opposed us. We had gone steadily on pursuing our old plans, building and repairing small ships of the line, sixty-fours and fifties, while almost all their two-deckers were at least seventy-fours, with a very formidable sprinkling of heavy eighty-fours in their line, carrying twenty-four pounders on the main-deck, and of course very decidedly superior to ours. When Count D'Estaign appeared on the coast of America, in 1778, with twelve sail of the line, he had two eighty-four-gun ships, six seventy-fours, three sixty-fours, and one fifty-four; while Lord Howe's fleet of thirteen consisted of one seventy-four, seven sixty-fours, and five fifties; numerically, indeed, superior, but so much the reverse in point of actual force, that that brave officer did not venture to engage them until he could find an opportunity of bringing his fire-ships in aid of his attack. And a most convincing proof of our inferiority was afforded a few days afterwards, when the fleets having been separated and dispersed by a gale of wind, two of our fifty-gun ships fell in with two of the French eighty-fours very much disabled; and although both engagements appear to have lasted several hours, and to have commenced under circumstances the most favourable to the English, they were in each case finally obliged to retreat on the appearance of fresh ships coming to the assistance of their antagonist. A third action, fought at the same time between the Isis of fifty and Le Cesar of seventy-four, was equally indecisive. How different would have been the result if our ships had been seventy-fours or eighty-gun ships! and what a change in the aspect of the first naval campaign would the capture or destruction of three of D'Estaing's squadron (one of them his own flag-ship) have produced!

"I think this dearly-bought experience was not entirely lost upon us, and that after the peace of 1783 we did begin seriously to augment the number of our larger ships, and to a certain degree discontinue building those of inferior classes, (sixty-fours and fifties;) but I was very much struck by one remarkable instance of obstinate adherence to our old system on the part of the Navy Board. The Foudroyant of eighty guns had been taken from the French in 1758, and was universally considered, during the whole of the American war, the finest two-decker in the British service; but no persuasion could induce the surveyors of the navy to imitate so desirable a ship; and it was not until 1793, *thirty-five years* after she had been in our possession, that the first eighty-gun ship on two decks was launched from a British dock-yard!

"It was, however, more especially with respect to our frigates, that the old system still prevailed in its full and fatal force. Notwithstanding the well-known improvement of the French navy in this particular, I do not think that at the commencement of the war in 1793, we had a dozen frigates in our whole navy carrying eighteen-pounders on the main-deck; and it was not until several very unsatisfactory actions† had been fought by our small thirty-two-gun ships, that we began to replace them by others of a superior description.

"Trusting, therefore, that these facts, which clearly prove that in the first years of the two last wars we lost, from the want of due previous preparation in this important

* Taken, nine ships of the line; sunk, three; building, two.

† See those of the Thames, Iris, Boston, &c. in 1793 and 1794.

particular, all those advantages which brilliant successes at the commencement of hostilities inevitably bring with them, would not be quite disregarded by the present generation; it will be readily believed that at the conclusion of the late eventful war I was an anxious as well as an attentive observer of the measures to which our naval administration would resort for the purpose of effectually meeting the new circumstances which had arisen. The war with the United States had but too clearly developed the system of naval policy on which our new rival for maritime superiority was successfully acting. Their three principal classes of ships, although nominally of the same force as our own, were really nearly one-third superior in size, calibre of guns, and number of men; and various unsuccessful actions had but too clearly proved that neither professional skill nor the most brilliant personal courage and exertions could compensate for this great disproportion of force."

"I saw with much pleasure that, with respect to our ships of the line, we were very judiciously abandoning our old-fashioned and heavy-sailing second rates, and determining to build in future no three-deckers smaller than the Caledonia; and that our new two-deckers were to be powerful eighty-four-gun ships, carrying twenty-four-pounders on the main deck, and therefore, in my opinion, not materially inferior even to the Americans."

"I should have thought that instead of incurring such an immense expense* in building frigates (between forty and fifty) of an inferior description, it would have been better economy and wiser policy to have contented ourselves with a smaller number, but of a superior class, following rather the model of the Pomone and the twenty-four-pound frigates built after that beautiful ship, one of which, the Endymion,† proved in her action with the President, the largest of the American frigates, that those of this class are very little, if at all, inferior to any single-decked ship."

"When it was seen, towards the conclusion of the war, that the Americans were constructing a class of corvettes intended (as they unfortunately too soon proved themselves) to be decidedly superior to our eighteen-gun brigs, which until that time were undoubtedly the finest and fastest vessels of their class, it was naturally to be expected that, when we came to rebuilding our smaller descriptions of ships, our attention would have been peculiarly turned towards a larger and more powerful ship-corvette, carrying twenty-two or twenty-four heavy guns, calculated to supersede the old-fashioned ship-sloops of former times, which from their overweight aloft, and want of stability and stowage, had become totally unfit for modern naval warfare. Here, alas! I was again entirely disappointed. The subject does not appear to have excited any attention until about 1820, when fourteen of the old class of twenty-eight-gun frigates, which had been from their bad qualities totally exploded during the last war, were ordered to be built, and about the same time we commenced a series of expensive (and as it always has appeared to me most unprofitable) experiments on our eighteen-gun brigs, against which we had conceived an unreasonable prejudice, because they could not beat the American corvettes, in every way so much their superiors."

"Instead, however, of availing ourselves of the good qualities of these brigs in our draughts for a new and improved class of larger corvettes, the very extraordinary idea occurred to us of converting these very identical brigs into ships, and that by the addition of a mizen mast, we should at once secure the desired superiority. Surely professional experience can scarcely be necessary to convince my readers of the absurdity of such an expectation."

"With respect to the ten-gun brigs, of which we appear to be so fond, and on which during the last ten years, such large sums must have been laid out, I can only say that in my judgment they are entirely unfit for every purpose of war, as they sail indifferently, and are in point of force inferior to most privateers. I would therefore almost pledge my existence, not one of them is seen on the sea in six months after the commencement of hostilities. How those who have lavished the public money on this most useless class of vessel, will then be able to justify themselves, I do not presume to conjecture."

"After the unfortunate issue of the first actions with the large American frigates, the Leander and Newcastle were hastily built on a draft supposed to be similar to that

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* Probably nearly two millions, taking the old calculation of 1000*l.* per gun.

† The President was captured by a squadron, but engaged by the Endymion only. The loss in killed and wounded stood thus:—

	K.	W.	Total.
President	35	70	105
Endymion	11	14	25

of the United States' Constitution and President; but as they were at sea only during the last half-year of the war, and chiefly together, there were not, I believe, many opportunities of determining whether they fully realised the expectations of their constructors. In the only actual trial they had, off Porto Praya, the Constitution outsailed them, and escaped.

"With our usual heedlessness, however, the whole subject was dismissed from our minds the moment peace was concluded. The Leander and Newcastle were forthwith fitted out as flag-ships for foreign stations, with the usual incumbrances of poops, &c.; so that any further experiments on their sailing became out of the question, and they were in this way entirely worn out and taken to pieces, after only six months' trial in actual service. The same extraordinary system has been continued with respect to eight new ships of the same class, built since 1816."

"Now this important question might and ought to have been thoroughly investigated in 1827 (during the experimental cruise). Nothing would have been more easy than to have fitted out one of these first-class frigates, another of the second, (the Endymion for instance,) and one of our new eighteen-pounder ships; and while the other experiments were going forward with respect to the twenty-eights and corvettes, we might have ascertained, beyond the possibility of doubt, the comparative sailing, stability and capacity of these important classes of ships. The Barham too, (the first *razéed* seventy-four,) was to be fitted for a flag-ship, and sent off immediately to the West Indies, where I cannot believe many satisfactory opportunities will occur of fully ascertaining her good or bad qualities.

"Between 1784 and 1793, we had three considerable naval armaments, and there was consequently but little time for either officers or men to forget what they had previously learned; but I remember that it was during this period the constant practice to assemble our guard-ships at Spithead as early in the spring as possible, and to exercise them during the summer months in those various evolutions which would naturally suggest themselves to the mind of an experienced officer. Has this good old system been followed up?—I fear the reply will be, that during the last fourteen years, (with one solitary exception in 1813,) no squadron has ever assembled for exercise; that Spithead and Plymouth Sound are generally to be seen without even senior officers' ships to enforce regularity, as well as to stimulate by good example to activity and emulation; and that our ships of war, when fitted out for foreign service, proceed to their respective stations without any previous inspection or review, and almost always singly, incumbered with passengers, and overloaded with provisions and stores, resembling too often a merchant-ship with a full cargo making all haste to its post of discharge, rather than a British man-of-war in perfect trim and equipment, and carefully preserving, during peace, that complete state of order and preparation which can alone secure superiority in war. It is quite unnecessary for me to enlarge on the ill effects which this deviation from our former system must necessarily produce. An entire new set of officers are gradually replacing those whose long experience in war might, perhaps, have rendered further instruction less necessary; and if the rising generation are educated in a system of negligence and inactivity, what will be the result at the commencement of a new war, when our utmost exertions will be required to secure our superiority over rivals who have certainly lost no opportunity of improving and perfecting their naval establishments, and whose minds are fully alive to the errors to which they attribute their former reverses?

"A regiment, when ordered on foreign service, is always reviewed previous to embarkation, and its state of discipline and appearance confidentially reported on. Such a practice introduced into the navy would have the best effects, both by encouraging emulation and exertion, and preventing that fatal system of hurrying ships to sea in an imperfect state of equipment.

"Another most important point to which too little attention has been paid since the peace of 1815, is our artillery practice. There can be no doubt that our reverses during the American war are to be attributed, not only to the great superiority of the ships we engaged, but to the imperfect manner in which our officers and men had been trained to the use of their guns. It will, perhaps, hardly be credited hereafter, that there was at that time no regular system of exercise established by authority in the British navy, but that each ship had its own particular plan and method, varying of course according to the experience and degree of information possessed by the captain, as well as to the degree of importance which he attached to the subject. I need not detail the fatal negligence which too often prevailed, and which became only known in its full extent by its unfortunate results. At the conclusion of the peace, however, the officers of the

navy were unanimous and urgent for the immediate adoption of a better system, and various suggestions were offered to the Admiralty as to the best method of proceeding. Assuming, as appeared most probable, that our ships would be almost entirely in port, some recommended an exercising ground at each naval arsenal, in which the crews of the guard-ships, &c. might be regularly trained: others preferred a ship fitted for this purpose; but all concurred in the necessity of establishing some uniform practice. In 1817, Sir H. Douglas, an officer who combines an hereditary interest in the welfare of that service which owes so much to his father, with all that science and experience in war can afford, laid before the Board of Admiralty a most valuable work, (from which the Author extracts largely,) containing a series of suggestions on this subject, which, if they had been properly attended to and acted upon, must have placed our system of artillery exercise on a very different footing from that on which it at present stands. It does not, however, appear, that between 1817, when he first offered his manuscript work to the Board of Admiralty, and 1819, when he requested their permission to publish it, any attention was paid to the valuable suggestions with which it abounds, beyond issuing by authority a sort of uniform manual exercise for the great guns; and until 1827, when his Royal Highness the Duke of Clarence became Lord High Admiral of England, I was not able to observe that any effectual steps were taken to introduce or enforce such a regular system of artillery practice, especially amongst our ships on the home stations, as might enable us to keep pace with the improvements rapidly introducing amongst our maritime rivals."

"It is assumed that the application of steam to the purposes of maritime warfare, will render it almost impossible for us in future to blockade the ports of France, or to insult its coast, as we have done during former wars. They argue, therefore, that France having now but few colonies, and their foreign trade with them being comparatively unimportant, it can no longer be an object to assemble large fleets for the protection of their coasts or commerce, and that their principle in a war with England should be rather one of universal annoyance and attack on our most valuable and distant foreign possessions. It is suggested, therefore, to turn their chief attention to the construction of very superior and powerful two-decked ships, carrying, like the Americans, from ninety to one hundred guns, possessing the best qualities of sailing and stowage, (six months' provisions and four months' water,) and calculated to accompany and strengthen the flying and predatory squadrons of frigates, (also of the largest dimensions,) with which it is proposed to assail and harass our colonies and commerce in every quarter of the globe.

"That this system has been actually adopted by the French Government, and steadily acted on since 1822, is clearly proved by the speech of the Minister of Marine M. Hyde de Neuville, in the debate which took place in the Chamber of Deputies on the Navy estimates for 1829. It there appears that since 1822, the number of ships-of-the-line had been diminished to fifty-two, but that the frigates had increased to seventy-three, and that a very great proportion of the latter were of the largest classes, being either seventy-four's *razéed*, and carrying thirty-two pounders, or ships equal in size to the Americans, and built on the same principle of decided superiority over those eighteen-pounder frigates, with which our naval arsenals unhappily abound.

"I understand also, that while we have for so long a period disregarded every thing like exercise or evolution amongst our ships in commission, the French Government has been in the constant habit of assembling their ships intended for foreign stations at Brest, previous to their departure; that they have then proceeded in company to some central point, such as the West Indies, Rio de Janeiro, &c. &c. before they finally separated for their several destinations; profiting of course by every opportunity which such a system affords of instructing their officers in naval evolutions, signals, artillery practice, and general discipline."

"Our present force, in which be it remembered nearly the whole of our best seamen are dispersed, consists chiefly of those objectionable classes I have already so severely censured, and being consequently, whenever they are found, notoriously inferior to the enemy's ships in that part of the world, will in all probability be sought and attacked with all the confidence naturally resulting from the consciousness of superiority; and even if they escape capture, will be reduced to the humiliating necessity of a purely defensive system, until reinforcements arrive; while our merchant-ships will fall an easy prey to privateers, &c. The twenty-eight-gun frigates, and ten-gun brigs, must inevitably be overpowered by any vessel of war (nominally of their own class) to which they may be opposed, and with which they cannot honourably decline an engagement; but what will be the feelings of the officers and men, whose blood and honour will have been thus honourably sacrificed, and of their countrymen at large, when the light of

truth breaks in upon the nation? when it is seen that enormous sums have been lavished on injudicious and inadequate preparations, and that after seventy millions expended in putting our navy into what was considered a perfect state of equipment, we have to throw aside the greatest part of our smaller ships, and again recommence operations;—will not the burst of public indignation be loud and tremendous, and will it be admitted as a sufficient vindication to allege that, in many particulars, the British Navy was far more inferior at the commencement of former hostilities."

"If I am asked what practical suggestions I have to offer, and by what means I would propose to remedy the defects I complain of, (without incurring an expense which the national finances cannot at this moment conveniently bear,) I reply that I can only recommend our discontinuing, without loss of time, all further expenditure on any of those classes of ships which I consider so useless and objectionable; to suspend in a great degree the construction of ships of the line, (except, perhaps, one of the new class now in progress of ninety-guns on two decks, for the purpose of ascertaining their qualities by actual experiment before any larger number are laid down,) and to turn our thoughts chiefly towards those classes of ships, to which I have principally alluded in the course of these observations. I should recommend our satisfying ourselves, by full and careful trial, whether the first and second class of frigates, such as the Barham and Southampton, are in all respects equal to the expectations entertained of them, especially whether the *razéed* seventy-fours answer so well as to justify the expense incurred in altering them. From these experiments certain rules may be laid down for their stowage, trim, armament, &c. &c. and prevent that general uncertainty on these points, which must inevitably prevail, if they were hastily fitted out by officers unacquainted with their peculiarities, who could only try experiments which might or might not succeed, and would in the latter case occasion much disappointment and delay.

"These experiments would necessarily lead to much of that increased exercise and experience afloat, which I so strongly recommend. It is only by seeing ships of different classes together, in all the various circumstances of wind and sea, that any correct opinion of their real qualities can be formed; and many of our younger officers must necessarily be completely uninformed in these particulars. I should, therefore, try together one or more of our first-rates, new eighty-gun ships, *razéed* seventy-fours, twenty-four and eighteen-pounder frigates; and as we have unfortunately a considerable number of almost new twenty-eight-gun ships, which in their present state are only calculated to disappoint and disgrace us, I should see whether, by converting them into corvettes, their sailing qualities might not be considerably improved, and they would at all events be reduced to their real domination in point of force. A larger class of corvette, with sufficient breadth to carry heavy long guns, is, however, so indispensably necessary, that I should not rest until I had succeeded to my full satisfaction in this particular. Here, such officers as Captains Hayes and Symonds, who are experienced seamen as well as excellent naval architects, would afford the greatest assistance; and I have no doubt that the second, if not the first attempt, would produce a most desirable vessel of this class.

"The Americans say that their corvettes, armed with long twenty-four pounders for chace guns, will be able to beat off our eighteen-pounder frigates; and certainly if their superiority in sailing is equal to their extraordinary weight of metal, such an event is by no means impossible. The French, I hear, are building some of nearly equal force: and shall we, while these improved and superior vessels are rising up on all sides around us, obstinately persist in our old system, until defeat and shame too late convince us of our error?

"I further recommend entirely discontinuing our ten-gun brigs, considering them most inefficient vessels of war, and the expense they occasion a most complete waste of the public money. A certain number of the eighteen-gun brigs, on the contrary, *as brigs*, would, I have no doubt, always be found very useful as small cruisers when judiciously employed, and kept chiefly on those stations, (the West Indies, for instance, and the Mediterranean,) where enemies vessels of their own class are principally to be found. To employ them indiscriminately in all parts of the world, or to keep them on the coast of North America, or in the Bay of Biscay during winter, could prove only that total want of consideration, as well as professional knowledge, which is most discreditable in the conduct of naval affairs."

"Our ships of the line might be confined to two, or, at most, three classes, namely, first rates, like the Caledonia,* of one-hundred-and-twenty-guns—second rates, of

* I regret to hear that this beautiful ship is undergoing not only a complete repair,

ninety on two decks—third rates, of eighty-four guns; and our smaller seventy-fours being so very inferior in all respects to the two-decked ships of other nations, it may be advisable gradually to discontinue them, converting some into frigates, if the result of the proposed experiments fully justify such an expense, and others into troop ships, for which service they would be admirably calculated. I should think two classes of frigates amply sufficient, and the large corvettes I have proposed would replace with great advantage our innumerable pigmy squadrons of twenty-eights, ten-gun brigs, cutters, and so forth; because it must be recollected that the invention of steam will entirely change the whole system of maritime warfare on coasts, narrow seas, and rivers, and that instead of the swarms of small vessels with which we were formerly accustomed to protect our convoys in the British Channel, North Sea, &c. we must now rely almost entirely on armed steam-boats for the effectual performance of this service. It is, therefore, inexcusable to incur heavy expenses in the construction of vessels, which, after the first six months of war, will become totally useless; and it is for this reason that long heavy guns in all, even our smallest classes of ships, become of such urgent necessity.

"I observe that in the French navy estimates for 1829, the Minister of Marine demands an extra sum of 7,000,000 francs for the express purpose of the construction of steam-vessels; but I have not yet been able to learn that our attention has been turned as seriously as the importance of the subject requires, towards any preparations for this new species of maritime warfare."

"I had earnestly hoped, in common with many of my brother officers, that advantage would have been taken of this long period of profound peace, to digest and introduce some material improvements into our general system of naval discipline; and that while our civil and military codes have been gradually and almost imperceptibly assuming a milder spirit, and becoming more in unison with the altered temper of the age, and with the general disposition which prevails amongst enlightened men to govern, as far as may be possible, by reason rather than by force—I had hoped, I say, that this important subject would not have escaped the attention of our naval administration.

"I am fully aware of the difficulty and delicacy of the task, and that any undue relaxation of the reins of discipline, might be to the full as dangerous and pernicious as the opposite extreme; but I cannot believe that in this, as well as in all other human affairs, there is not a happy medium by no means impossible of attainment; and remembering, as I too well do, all the occurrences which led to the fearful explosion in 1797, I feel doubly anxious that our system of discipline afloat should be so regulated and mitigated, as to prevent, as far as possible, those sad instances of individual harshness and severity, which I would gladly expunge from my memory, but which I have no doubt contributed very materially towards the subsequent discontents. The present seems to me a most favourable opportunity for correcting our deficiency in this important particular."

"Justice towards both our officers and men, demands some such measure as that which I now recommend; and that while our civil and military laws are undergoing revision, and gradually adapting themselves to the more humane spirit of the times, our naval code should not be left the sole remaining monument of a less civilised period.

"If the regulations I propose were embodied in the instructions, and couched in the discreet and temperate language which has characterised orders of a similar tendency issuing from the Horse Guards, their good effects would be soon generally diffused throughout the navy, and an improved and more uniform system established in our fleet, before any sudden emergency obliges us to resort again to impressment, and to assemble hastily large bodies of seamen serving (at first at least) compulsorily and reluctantly, and whom it should be our first object to attach and conciliate."

"It may, perhaps, appear to savour of personal or professional vanity, if I presume

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but a complete alteration at Plymouth; and that great fears are entertained of her former good qualities being totally changed by this injudicious attempt at improvement. An extraordinary experiment has also been lately tried on the Royal George of one-hundred-and-twenty-guns, lately launched at Chatham; she has been *doubled with three-inch fir plank to increase her breadth*; forgetting apparently that, as fir does not last more than three or four years, her doubling will soon begin to rot, and if, (as in all probability will be the case,) the oak is infected, we shall have a new first-rate to take to pieces within five years after her launching."

to attribute the remarkable perseverance in old systems, and the strong distaste towards modern improvements in naval affairs, on which I have so much animadverted, to the determined, and apparently systematic, exclusion of naval officers from those departments where it would naturally be supposed that professional experience and information must be indispensably necessary.

"I am far from wishing to draw invidious comparisons, or to repine at the superior advantages enjoyed by our sister profession, which leads *to*, instead of excluding *from*, the highest honours of the state; yet I cannot but see that our naval departments are degenerating into political engines, and the smallest possible number of professional men permitted to take part in their deliberations.

"Let me only contrast this system with that pursued in our military offices. At the Horse Guards the commander-in-chief is a general officer: all his staff, adjutant and quarter-master-general, and their deputies, military secretary, &c. are exclusively military. The secretary-at-war is a colonel in the army; the whole of the Board of Ordnance, master-general, lieutenant-general, surveyor-general, &c. &c. are all military men; not a single naval officer is admitted, although all the alterations and experiments on *naval ordnance* are tried at Woolwich, and (as I have heard) very great unnecessary expense often incurred from the want of that information which professional experience can alone afford; all the minor branches, comptrollers of army accounts, &c. are equally filled by valuable officers, whose previous habits peculiarly qualify them for the duties of their station; but when we turn our eyes towards our naval departments, what an extraordinary contrast do they present! Our first Lord of the Admiralty, two out of the four junior Lords, and the two secretaries, can lay claim to no professional knowledge or experience whatever—thus forming a majority of five to two in the great council, where all naval affairs are decided. If we turn to the navy-office, a similar disproportion will be found. A distinguished officer is, it is true, comptroller of the navy; but the deputy-comptroller, the joint surveyors, and the accountant-general, are all unprofessional; and it is only at the bottom of the list, that we find two captains in the navy employed as store-keeper and superintendent of transports; although it is here that every thing which relates to building, repairing, modelling, and in short the whole detail of the *materiel* of our navy is supposed to be considered and arranged.*

"I shall here conclude my Remarks in the earnest and fervent hope that they may, by exciting the public attention to the errors and omissions which I have endeavoured to point out, contribute, in some small degree, to avert the dangers to which I confess I cannot look forward without apprehension.

"I am old enough to remember that, only fifteen years after almost as successful a war as that which we saw so gloriously terminated in 1815, Plymouth was blockaded by a superior fleet, and our ships of war at Spithead obliged to take refuge in Portsmouth harbour. This great national disgrace was entirely attributable to the improvident and injudicious manner in which our naval administration was conducted; and although I am far from intending to draw an invidious comparison, yet I cannot avoid recalling to my recollection both this fatal period and the commencement of the war of 1793; and fears will then arise in my mind, that even all this dearly bought experience has not produced the desired effect.

"These considerations have induced me, however reluctantly, to undertake this painful task: I hope I may have performed it with due regard for the feelings of those whose public measures I cannot entirely approve, but to whose zeal and integrity, in their official capacity, I render the fullest justice. If in the course of these observations I have mis-stated or mistaken facts bearing materially on my argument, I can only assure my readers that I have spared no pains to obtain the best and most accurate information; and from 1816 down to the present time I have been in such constant correspondence on this subject with my brother officers, both at home and abroad, and have so carefully rejected every circumstance of doubtful authenticity, that I do not think any of my important assertions can ever be seriously controverted.

"If I can succeed in my object, my declining years will not have been unprofitably employed; and I sometimes fondly hope that an old officer who has witnessed the reverses as well as the successes of the service to which he is still devotedly attached, may not raise his warning voice in vain."

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* The chairman of the victualling board, which superintends not only that department but the medical staff of the navy, is a major-general!

FOREIGN MISCELLANY.

FRANCE.

" Relation de la Campagne de 1815, dite de Waterloo, pour servir à l'Histoire du Maréchal Ney; par M. Le Colonel Heymés, son premier Aide-de-camp, temoin oculaire."—(" Narrative of the Campaign of 1815, called that of Waterloo, subservient to the History of Marshal Ney; by Colonel Heymés, his first Aide-de-camp, and an eye-witness.")

An article possessing much historical value, and calculated to excite universal interest, has, under the above title, appeared in the 48th Number of the *Spectateur Militaire*. Professedly a defence of the conduct of Marshal Ney during the eventful period to which it refers, the Narration is stated to have been called forth by the attacks which many historians of the campaign of 1815, have more or less made upon the conduct of that General. " One of the greatest captains of our time," says the author, " has been judged and condemned, without having been heard, and this upon reports which might, at least, have been suspected of incorrectness."

After fixing the reader's confidence with the exordium that his statement does not contain one word that is not strictly correct, (*rigoureusement exact,*) Colonel Heymés thus proceeds to detail the movements of his chief.

" In the month of June 1815, all was in preparation in France to take the field. *Corps d'armée* had been formed, and the commands given to generals selected by the Emperor: Marshal Ney was at Paris, impatient to learn whether he was to be employed or not, and awaiting, in common with the entire of agitated France, the result of the contest which was about to commence.

" On the 11th June, at eleven o'clock at night, the Marshal, being at the *Elysée-Bourbon*, where preparations for the departure of the Emperor were being made, received orders to join the army; at midnight he went home, and made immediate arrangements for his journey.

" On the 12th, at nine o'clock A.M., after having sent off his horses and field equipages, the Marshal got into a carriage with Colonel Heymés, his first aide-de-camp; he travelled post. Mr. Dutour, his Secretary, and Mr. Rayot, the superintendent of his household, followed in a calash.

" The Marshal arrived at Laon at ten in the evening; the Emperor was asleep, and he did not see him.

" On the 13th the Marshal slept at Avesnes; he arrived there in the morning, went immediately to the Emperor, with whom he dined.

" On the 14th, all the post-horses having been engaged for the Emperor, the Marshal could not obtain any, and it was not until ten o'clock A.M. that, having at length procured some horses from the peasants, he was enabled to leave Avesnes; but the road was so bad, so filled with troops, and the team with which he had been provided so slow, that he did not arrive at Beaumont until ten at night. The Emperor was in bed, and he could not see him. The Marshal's quarter was not ready. M. d'Aure, Intendant-General of the army, gave up to him his room, where he passed the night.

" On the 15th the troops were in march; the Emperor left Beaumont at two in the morning. The Marshal, having no horses at his disposition, could not follow him.

" However, having learned, about ten o'clock, that Marshal Mortier was remaining ill in this town, Ney went to him, and purchased from him two horses, and Colonel Heymés having also provided himself, they continued their journey on horseback, followed by a servant; the carriages remaining at Beaumont.

" In passing along the column, the Marshal was welcomed by the flattering

discourse of the old soldiers, who rejoiced to see again amongst them the *rougeot** who had so often led them to victory.

" At seven in the evening, the Marshal rejoined the Emperor beyond Charleroi, at the separation of the roads to Brussels and Fleurus.

" 'Good morrow, Ney,' said this Prince, 'I am glad to see you; you are to take the command of the first and second corps of infantry: Gen. Reille moves with three divisions upon Gosselies. Gen. D'Erlon is to be this evening at Marchiennes-au-Pont; you will have the light cavalry division of Pirée; I give you also the two regiments of chasseurs and lancers of my guard, but do not employ them. To-morrow you will be joined by the reserves of heavy cavalry under Kellermann. Go, and drive the enemy before you!'

" The wishes of the Marshal were accomplished; he had the command of a corps; he forgot that there is nothing more disadvantageous to a general than to take the command of an army on the eve of a battle. He took leave of the Emperor, and one hour afterwards he was at the head of the second corps; the march was begun, the skirmishers were engaged, Gosselies was cleared.

" Soon three or four hundred of a battalion of Nassau troops, who with the Hessians, Belgians, and others, formed the extreme left of the English army, were made prisoners.

" At ten in the evening, the Marshal occupied the village of Frasnes, with the light cavalry division of Pirée, and that of infantry commanded by Bachelu. The two regiments of chasseurs and lancers of the guard were placed in reserve behind this village. Gen. Reille, with two divisions of infantry, and their artillery remained at Gosselies, where he passed the night; these divisions insured the communication, waiting the arrival of the first corps, which was to be that night at Marchiennes-au-Pont.

" The night was still, the troops had been marching since two in the morning. The reports announced that *ten* battalions with artillery occupied Quatre Bras, and that the English army were manœuvring to concentrate themselves upon this important point.

" A position was taken up in front of Frasnes. The Marshal, after having given his orders, and recommended the most active vigilance, returned to Charleroi, where he did not arrive until midnight.

" The Emperor had just come in; Ney supped, and conferred with him from midnight until two in the morning.

" The Marshal has been reproached for not having seized upon the position of Quatre Bras on the 15th. That day was, however, sufficiently occupied. In war, strictly speaking, an attack may be risked when there is one chance of success in ten; but here every thing was adverse. The troops had been harassed by a march of twenty hours; the Marshal neither knew the names of the generals nor of the colonels. He was ignorant of the force of the regiments, and knew still less what number of men had been able to follow the heads of the columns in so long a march. Would he have been wise to attempt a night attack with four or five thousand infantry, and a thousand or twelve hundred horse, upon a point with which no one was acquainted, and which was known to be defended by *ten battalions and artillery?* Every military man of integrity will answer, No! Thus thought the Emperor himself, since he welcomed and retained the Marshal to supper at the end of this day, a day so important, that we feel it necessary to recapitulate the events with which it was filled."—pp. 553—56.

Without the most remote wish or intention to detract from the zeal, ability, and well-known gallantry of Marshal Ney, we cannot avoid here interrupting Colonel Heymés's Narrative, to observe upon the exaggerated account of the British force at Quatre Bras at the time alluded to, which he states to have reached the French general.

* This was the confidential and friendly name given to him by the old soldiers amongst themselves.

The only part of the Allied army at, or in the immediate vicinity of Quatre Bras, on the night of the 15th, was the Nassau brigade, (about 1200 men,) under Prince Bernard of Saxe Weimar, which met the advance of Ney's second corps at Frasnes, on the preceding evening, and succeeded in maintaining its position near Quatre Bras: the troops of the Netherlands, who came up next, did not leave Brussels until the morning of the 16th.

"We have seen," continues the author, "that on the 15th, at ten o'clock in the morning, the Marshal having remained behind for want of the means of transport, purchased two horses; that at seven o'clock in the evening he received a command; at eight beat the enemy and made some prisoners; at ten had marched five leagues with his troops, and taken up a position in front of Frasnes; at midnight, gave an account at Charleroi of the dispositions which he had made. The Emperor retained him to supper, gave him his orders, and received the Marshal with the freedom of the camp; he imparted to him his plans and his hopes respecting the day of the 16th, soon about to open. He ate with him the bread of friendship on the night of the 15th, which all the chief officers at the imperial quarters can attest.

"Where are, then, the proofs of the Emperor's discontent at the non-occupation of Quatre Bras? He was too good a judge not to know that it could not have taken place.

"On the 16th, at two in the morning, the Marshal returned to Gosselies, where he stopped some moments to communicate with Gen. Reille; him he ordered to march as soon as possible with his two divisions and his artillery, and to rendezvous at Frasnes, to which place the Marshal almost immediately repaired. He found himself again at the head of his troops, and in the presence of the enemy. He collected all the reports which the generals and other officers had been able to procure, during which time Colonel Heymés traversed the line, visited each of the regiments, took down in writing the names of the colonels, and the number of their corps, and soon after presented to the Marshal the general state of his army.

"It has been shown that on the 16th, at eight in the morning, there was yet at Frasnes but the light cavalry division of Gen. Pirée, that of infantry of Gen. Bachelu, and the two regiments of chasseurs and lancers of the guard, in reserve, behind the village; Gen. Reille, with the two divisions commanded by Foy and Guilleminot, was in march for this point. The division of Gen. Girard had been directed by the Emperor, on the preceding evening, upon Ligny, where that general was killed on the 16th. This division never joined the second corps, of which it formed a part.

"Thus, when the whole of the second corps was brought together, there were disposable only four regiments of light cavalry, and three divisions of infantry and artillery; in all 17 to 18,000 men, and not 40,000, as has been so often repeated. The light cavalry of the guard have not been included in the number, but it is to be recollected that the Emperor had forbid their being engaged.

"The enemy, who occupied Quatre Bras, showed then a force of 25,000 *men*, with a numerous artillery; his right covered the wood of Bossu; his centre was in front of Quatre Bras; his left was lost in the direction of Namur, occupying the road to that place, and approaching our right flank."—p. 557.

As, from the subsequent part of this narrative, it is evident that Colonel Heymés alludes to some time of the day previous to eleven o'clock on the morning of the 16th, we take leave to correct his enumeration of the British force, which, until 2 P.M. consisted solely of the second and part of the third division of the Netherlands, amounting to only 5200 men; to these, about two o'clock, were added the fifth English division, the Brunswick contingent, and 1200 Belgian cavalry, making the Allied force, even at this period of the action, but 19,115, of which 2100 only were cavalry.

[To be continued.]

AUSTRIA.

DAMASCUS SWORD-BLADES.

An imitation of the celebrated "Damascus blade," stated to be in no respect inferior to the Eastern original, has been fabricated in the dominions of both Austria and Prussia, and Professor Crivelli, the inventor of that which has been adopted in the Imperial army, has been liberal enough to give publicity to the means by which this formidable weapon may be manufactured. His detailed instructions will be found in a small work published at Milan, and entitled, *Memoria sull' arte di Fabricare le Sciabole di Damasco*, of which the following epitome is extracted from the *Allgemeine Militär-Zeitung*. "A long, flat piece of malleable steel, of about one inch and a half in breadth, and one-eighth in thickness, is to be first bound with iron-wire at intervals of one-third of an inch. The iron and steel to be then incorporated by melting, and repeated additions (10 to 20) of iron-wire made to the first portion, with which they must be firmly amalgamated. This compound material is then to be stretched and divided into shorter lengths, to which, by the usual process of melting, grinding, and tempering, any wished-for form may be given. By filing semicircular grooves into both sides of the blade, and again subjecting it to the hammer, a beautiful roset-shaped Damascus is obtained; the material can also be made to assume any other form. The infusion by means of which the figures are made visible, is the usual one of *aqua-fortis* and vinegar. The success of this method, and the excellence of the blades which have been constructed according to these directions, have by various trials been placed beyond all doubt. Professor Crivelli has had several sabre-blades prepared, under his own instruction, at Milan; similar experiments have, by the Emperor's commands, been made at the Polytechnical Institution at Vienna, and, finally, the War-Office has empowered Daniel Fischer, manufacturer of arms in that capital, to proceed with the fabrication on a large scale. These blades, which, when made in large quantities, are but little dearer than those in common use, have been submitted to the severest tests, among which may be mentioned,—cutting off hob-nails, which had been placed in great numbers behind each other; cuts upon a strong iron-plate, and many folds of cloth; horizontal blows upon a wooden table; and, finally, powerful bending on both sides. An idea of their extraordinary tenacity may be formed from the fact, that out of 210 blades that were examined by a military commission, and each of which was required to bear three cuts against iron, and two against a flat wooden table, not a single one snapped, or had its edge indented."

In Prussia this method of preparing sword-blades is stated to have been several years in practice, and to have been attended with equal success; among others the manufactory of Schnackenberg, at Malapane, in Silesia, has been distinguished for the excellence of its imitation Damascus blades, which are neither in beauty nor durability inferior to those that have been fabricated at Milan.

PRUSSIA.

"Wahre und Abentheuerliche Lebensgeschichte eines Berliners, der in den Kriegs-Jahren 1807 bis 1815, in Spanien, Frankreich und Italién, sich befand."—(True and Adventurous Life of a Berliner in Spain, France, and Italy, from 1807 to 1815.) Berlin, 1829.

Romantic as the title of this work sounds, the undeniable stamp of truth which it bears, qualifies it to present to the observant reader the representation of a soldier's life, and to unfold to him his true situation under the many incidents attendant upon war.

The author is a compositor, leaves Berlin during the troubles of 1806, and arrives, *per varios casus*, at Lucern, enlists here in a Spanish-Swiss regiment, and marches with a party of recruits to Barcelona. He, however, soon desert to

the French, then back again to the Spaniards, and once again to the French, and so on for several times, according as he found his last adopted service not agreeable; here occur some interesting scenes. On his last desertion to the French, he was treated as a prisoner, and sent to Auxerre in France; from this place he endeavoured to escape, but failing in the attempt, was placed in close confinement, and finally removed to Douay: here he again entered the service, and marched to Spoleto, where, in October 1813, he again deserted, in order to return home; but the Neapolitan *gens-d'armes* defeated his intentions, and he was taken to Naples, and confined, with other prisoners of war, in the Castle of Carmine. In the beginning of 1814, he was placed in a Neapolitan regiment, and marched to Capua, from whence the fates led him to Gaeta; his removal from hence to Fondi, gave him an opportunity of carrying through another project of escape which had failed at Gaeta, and now accompanied by a Neapolitan, who had been excited to the enterprise by the charms of a fair Florentine, he started from the post where he had been stationed as sentry, and both fugitives arrived safely at Florence; from hence he pursued his journey towards home, which, after many adventures, he reached, and is now, with the addition of a wife and a numerous family, once again pursuing his profession of compositor. No person can read the 304 well-written pages of this work without being gratified, and, perhaps, instructed.—*Militair Litteratur. Zeitung 1st Heft. xi. Band.*

HANOVER.

" Einladung zur Subskription auf den Feldzug der Britten gegen die Amerikanischen Freistaaten in den Jahren 1814 u 1815, &c. von dem Verfasser des Subalterns."—" Den Krieg der Birmanen, dargestellt von Major Snodgrass. Aus dem Englischen von Gustav Nagel, vormals Lieutenant in Königl Grosbr Diensten.—(" Proposals for publishing by subscription Campaigns of the British Army against the American Republics in the years 1814, 1815. By the Author of the Subaltern."—" The Birmese War. By Major Snodgrass. Translated from the English by Gustavus Nagel, late Lieutenant in the British Service.")—Hannover, Dec. 1829."

Mr. Nagel's translation of " The Subaltern," of which a short notice was offered to our readers in the last section of the Foreign Miscellany, appears to have met with sufficient encouragement to induce him now to devote his labours to the double task of preparing a German version of the second work of the same distinguished author, as well as of the interesting publication of Major Snodgrass.

The overwhelming manufacture of books in Germany, and the facilities which the separate states, and consequent various jurisdictions of that country, afford to the unprincipled rapacity of its literary pirates, present obstacles to the success of an author from which in England he is happily preserved. The first edition of a new German work has, perhaps, not been half disposed of, when some industrious publisher in an adjoining state, offers the same publication at so reduced a price, that the original is completely beat out of the field, and leaves its proprietor to mourn over his now unsaleable volumes. The author's labour is, therefore, generally but ill-rewarded, and he is not unfrequently led to adopt the more secure system of publishing by subscription. Such a mode has been adopted by Mr. Nagel, in the present instance, and we sincerely hope that his proposal will meet with that encouragement which his talent deserves.

GENERAL CORRESPONDENCE.

TO THE EDITOR OF THE UNITED SERVICE JOURNAL.

H. B. *to Miles Minden.*

TO THE WORSHIPFUL MILES MINDEN, EDITOR OF THE UNITED SERVICE JOURNAL.

DEAR MINDEN,—It is, as thou knowest, only since there hath been rendered to thee some imperfect report of the third and fourth Colloquies with the shade of Folard, that the acute and ingenious remarks of our camarados J. M. of Edinburgh, Petronel, and Dugald Dalgetty, upon the two former numbers, have reached me. What flattering unction their comments will lay to the soul of the Chevalier, it perhaps becomes not thy friend, who is but the poor echo of his opinion, to imagine: yet it may confidently be pronounced, that J. M. of Edinburgh hath given assurance of a soldier according to the Chevalier's own heart; nor, after his eloquent vindication of the supremacy of the ancient strategy, can it be expected that our venerable master will again credit my fear, "that the study of the martial science of antiquity is scarcely cultivated with becoming ardour by our *militaires* of these days."

To Petronel are my thanks specially due *in propriâ personâ*, for his notice of a term, which was, perhaps, rendered with colloquial laxity, in too general a sense from the Chevalier's discourse. When, indeed, he spoke passingly of "the lighter fusil which was the first improvement on the musket," he assuredly could not mean thereby to designate the fusil proper, with its *firelock;* because, in the very next page, he actually notices that the latter expedient was not generally adopted until a century and a half later; but he merely employed a convenient general term for that less weighty piece, which, under a hundred denominations, replaced the original heavy musket:—or, as in the modern vulgar sense, a light musket is still called a fusil. Thus he even freely translates in the next page, "Archibusieri Spagnuoli," as the "Spanish fusileers," and afterwards speaks of "arquebusiers or fusileers" indifferently, to signify the same force. This practice might be defended by the example of various writers of eminence, both in our own language and the French; but, after observing in Petronel's letter the misapprehension to which it is liable, I am free to confess the propriety of confining the use of the term fusil to its stricter meaning.

With respect, however, to the various kinds of hand fire-arms noticed by Petronel, it behoves me to observe, that it would be exceedingly difficult to form a correct chronological table of their invention:—even if such researches might not be abandoned without loss by the general tactical inquirer to the mere antiquarian. Of this truth, some instances may be found in the enumeration which Petronel has extracted from the Archæologia. For admitting, as there stated, that the haquebut was known in England "as early as the reign of Richard III." and the demihaque in the time of Henry VIII., it is manifestly incorrect to place the musket as "then coming" later: since Muratori has clearly proved (in his twenty-sixth Dissertation on the Antiquities of the Middle Ages,) that the musket was known in Italy so early as 1432, and therefore nearly half a century before even the reign of our Richard III. But the fact is, also, that the same arm was so often used in different countries, as well as periods, under various names, that it is not a whit more safe to attempt any distinction, according to the mere nomenclature, than according to the chronology. The haquebut, demihaque, currier, caliver, and carabine, were evidently no more than unimportant varieties of the arquebuse; and the term esclopette, whose peculiar characteristics Petronel's author was unable to discover, is as obviously but a derivation from the Italian *schiopetto*, (a musketoon, the diminutive of schioppo, a musket,) used by Guicciardini for the lighter variety of musket with which the infantry of his times were armed. And finally, for one more proof of the difficulty of

deducing any strictly chronological pedigree from among the ancestors of "Brown Bess," it may suffice to remark that, admitting the French to have invented the fusil in 1630, Montecuculi is full of evidence, that the matchlocked musket was still in general use full five-and-thirty years later.

I proceed, lastly, to commune with thy intelligent correspondent Dugald Dalgetty, who, as well as Petronel, hath blended so goodly a vein of courtesy with his eagerness of research, that I would it were possible for them both to assist in the Chevalier's aerial symposia. For certes, our master would specially delight in the solution of their inquisitive doubts:—but unhappily your ghosts admit not of a plurality of visitants, and thus am I compelled to answer of myself, as I best may, to their objections. I take thy leave, therefore, Minden, first to copy the postscript of our gallant Rittmeister's letter to thee:

"A word of hypercriticism, if you like, on the last number of the 'Colloquies with Folard.' The accomplished author is, I believe, mistaken in saying that the Landsknechte derived their appellation from the lance, with which he supposes them to have been principally armed. The German writers of that early period never make use of the word lance, but spiess: and those bands derived their name from the two words landsknechte, meaning servants of the state. Nor were they at any time exclusively armed with lances: the proportion of the different arms varied at different times; a circumstance that will solve one of the author's difficulties. For instance, the companies of 400 men each, that Philip, Count Palatine, raised for the service of England in 1545, were armed in the following proportion: 100 per company carried hackbuts, 100 were mail-clad soldiers, and the rest had long spears, (spiessen). The author also places the first appearance of those bands at too late a period of history; for I find in the life of Mastino de la Scala II., that German free bands, under a Count Werner, infested Italy as early as the year 1348. With the indescribable baseness that characterised the Italian wars of the middle ages, and which it has lately been so much the fashion to admire; these marauders were not fought out of the country, but bought out of it by a general contribution of the northern states.

"So far from the Swiss being weak in fire-arms as supposed by the author of the 'Colloquies,' it appears that they were regularly trained to the use of those arms at a very early period: for Müller quotes a chronicle showing, that in 1393, one Grüniger of Zürich was paid sixpence per day for teaching the men of Hough to shoot with the Arquebuse. The age of intellect might, it seems, take at least one lesson from the fourteenth century. Another equally important matter: it is somewhere stated that the musket did not take its name from a bird, but from the farm of Moscatta, near Verona, where these interesting engines were first used in an action against the Venetians."

To notice these objections point by point, I may first observe, that the true derivation of landsknecht, or lanzknecht, must depend entirely upon the question in which way the word was originally spelt. Landsknecht may be received as a servant of the state: but lanzknecht is a man of the lance or lance-bearer. Now, certainly the latter is a legitimate old German word; and though your correspondent has not met with it in the early writers, a reference to the memoirs of that famous captain of the age before us, George von Frundsberg, (which I unfortunately do not possess) would at once enable me to settle his doubts. But he may not the less be assured, that the Italian writers always spell the term for the German foot-soldier *lanzichenech*, as evidently having received the word from the natives in the same sense as *lanzo* for a lance or lancer, which was itself borrowed from the German *lanze*, a lance, spear, or pike. Thus, expressly, Guicciardini, in his second book, *Diecimila lanzichenech (cozi chiamano volgarmente i fanti Tedeschi.*)

Secondly, so far from its having been supposed in the Colloquies that the German bands were armed exclusively with the lance or pike—and our objector, I presume, does not doubt that it *was* their principal weapon—it will be seen that the Chevalier himself notices, like your worthy Correspondent, though from different authorities, the proportion of fire-arms which were mingled with the pike and halberd in the bands of German foot. Indeed, in the enumeration of the Palatine companies it is evident, as only one hundred in every four carried fire-arms, that the pike or halberd was the weapon of the remaining three,

including those provided with cuirasses. Nor is there any difficulty left in the Colloquies for solution on the armament of the German bands: though the equipment of the earliest Spanish infantry in the Italian wars remains involved in more doubt.

Thirdly, your Correspondent, in supposing that the first appearance of the bands of regular German infantry is placed in the Colloquies at too late a period of history, has again himself manifestly been led into error. The German free bands, to which he refers, under Count Werner, (or the Duke Guarnieri, as he is called by the Italian writers,) were not lanzknechts, or infantry of any kind, but heavy cavalry or men at arms, as may be learned from their contemporary Giovanni Villani (l. xii.) Even this, as every one the least familiar with Italian history is of course aware, was by no means the earliest instance of the employment of German mercenaries in that country: though Werner was the first of the foreign Condottieri who set the example of forming them into regular free "companies of adventure," as such organized banditti, or land-pirates, came to be termed. But it is needless to repeat, that the only efficient force of these troops, until towards the end of the fifteenth century, lay in a heavy cavalry, attended, as it doubtless was, by a rabble rout of unmounted followers; and that the first appearance of a regular foreign infantry in Italy, can be dated no earlier than the expedition of Charles VIII. of France, when the reputation acquired by the Swiss bands had produced an imitation of their array among the Germans.

Fourthly, the record adduced by your ingenious Correspondent, that the Swiss were so early trained to the practice of the arquebuse (though certainly curious in itself, and well worthy of observation,) goes only to prove that they were acquainted with the use of fire-arms: which was so far from being denied in the Colloquies, that the number of those arms in their battalions was expressly quoted from Giovio. But it does not alter the fact, which is proved by the circumstances of all their battles, that the proportion of musketeers or arquebusiers in their bands always continued small, even throughout the Italian wars,—that they relied little on any other weapons than the pike and halberd,—and that they were never famed in that age, like the Spanish and Italian foot, for the execution of their fire.

Lastly, with respect to the origin of the term *musket*, I am unable, as the authority for its derivation from the farm of Moscatta is not stated, to learn on what occasion that place was the scene of an action which is certainly unnoticed in general history. But, not to insist again upon the commonly received Italian etymology from *mosquetto*, (a small hawk,) I shall only add that, if analogy can prove any thing, we are not without some evidence in our own language, which our esteemed Commentator will hardly be disposed to reject, that the word musket itself, is "marvellous proper English," for a hawk as well as a hand-gun; and that, the smaller bird of prey is as likely to have lent its name to the lesser engine, as the nobler falcon to the piece of more powerful calibre: for, says Dryden, (using the term after Shakspeare)—

> "The *musket* and the coystrel were too weak,
> Too fierce the falcon."

Having thus,—as I trust satisfactorily—delivered my response to the objections of thy worthy Correspondents Petronel and Dalgetty, and therein endeavoured to emulate their own spirit in a due observance of the maxim which best becomes every lettered discussion,—*refellere sine iracundiâ, refelli sine pertinaciâ* —I would only farther assure thee that I am,

Dear Minden,

Ever thine, and now theirs,

H. K.

Importance of maintaining a defensive force on an adequate footing.

Ἡγούμεθα γὰρ τό τε θεῖον δόξῃ, τὸ ἀνθρώπινόν τε σαφῶς διὰ παντὸς ὑπὸ φύσεως ἀναγκαίας, οὗ ἂν κρατῇ ἄρχειν.

"Of the gods we think as others, and of men we believe that, by a law of nature or necessity, they will everywhere reign over those whom they are strong enough to conquer."—THUCYDIDES, Lib. v.

MR. EDITOR,—The attacks now so constantly made on the naval and military establishments of the country, by a certain set of political speakers and writers, with a view, as it is asserted, to a reduction of taxation, induce me to offer you a few remarks on the subject.

A reduction of taxation, unaccompanied by a diminution of income to those who derive their revenue from the taxes, would, of course, be a general benefit, because it would be, in fact, a distinct increase of wealth: but a reduction of taxation, accompanied by a reduction of income to one part of the community, would be only a partial benefit on one side, set off by a severe loss on the other. A mere reduction of establishments is not of itself, therefore, a national benefit or saving, but becomes so only when it can be shown that its anticipated advantages will be greater than its certain evils; and this cannot, even in a mere financial view, be shown in favour of military reduction, because it has been proved by numbers, that if the whole army were reduced to-morrow, the relief afforded in a diminution of taxation, would not be perceived by the poorest tax payer in the country. What relief, indeed, could the paltry pittance, that on an average barely supports some 200,000 men, (pensioned and employed,) afford, if distributed among twenty-two millions of people; the greatest portion of the sum going, as a matter of course, back to the wealthy, from whom it was originally derived. The sufferings, on the other hand, entailed upon the reduced, would be made sufficiently apparent from the Land's End to John O'Groat's.

But, supposing that perceptible relief could be afforded by a reduction of the army, can the country, consistently with its honour, safety, and rank amongst nations, venture the measure? In answer, I point to the motto prefixed to this letter. It is attributed by the great writer from whom it is quoted to the ambassadors of the most enlightened people of antiquity; and I appeal to all men of common judgment, to all who are acquainted with history, whether the annals of mankind, from their earliest records down to the notable peace of Adrianople, do not fully and fairly establish its justness and accuracy. Let any one look round the world and say where there is peace and security, except under the protection of an efficient military force; where in the ancient or modern world, did the arts of peace ever flourish, if not under the protection of the sarissa or the sword? Liberals and philosophers may tell us that it should not be so, and I shall not stop to question the assertion; for legislation, with every exertion for the improvement of men, must legislate for them as they *are*, and not as we may wish them *to be*. Is there any one so simple as to suppose, that the late invaders of Turkey would not rather have invaded Britain, could the attempt have been made with equal prospect of success; or that the capture of London would not be more acceptable to the people of Paris than that of Algiers?

But as it is only the diminution of the army to the establishment of 1792, and not its entire reduction that is called for; let us see what may be the analogy existing between that period and our own time, and what were the mighty benefits the country derived from the landed establishment of that year. In 1792, Russia, though sufficiently powerful to make Mr. Pitt fit out a fleet for the relief of Oczakoff, had not yet possessed herself of all Poland, Finland, Bessarabia, and the vast Asiatic districts since acquired: a Russian army had not then encamped on the banks of the Seine, and the people of Germany could still look to the East without performing the koo-too. America was comparatively weak, and had not then given proofs, (of what ancient history amply attests,) that Republics are, to say the least, as ambitious as czars and emperors:

the boasted sons of freedom had not yet, "for the base lucre of gain," joined the cause of tyranny against us, at the moment when, as in 1812, they thought us reduced to the last extremity. In 1792, the six new states of South America had no independent existence; nor did we possess the additional colonies we have now to garrison, and which, at the lowest estimate, require some 20,000 men for their protection. On what principle then can any one acquainted with the above facts, that every school-boy should know, now call for the establishment of 1792? The mighty benefits it has entailed upon the country are easily stated.

It was the establishment of 1792, the spirit from which it sprang, and as causes and effects go on multiplying each other, the spirit to which it again gave rise, that made the people of these countries, against whom the pages of history, when duly considered, record but one defeat,* forget the deeds of their ancestors, made them believe that the men who on the ocean were alike invincible, in distant, and in hand-to-hand combat, could not on firm ground encounter the soldiers of France. It was this spirit that for twenty years made us shrink tremblingly within our islands, carry on a paltry war with gold instead of iron, and made us at last almost fritter away the finest army that modern times had seen before we ventured to step forward, and to make a bold and worthy use of it. Let any one sum up the many millions of treasure, and the many thousands of gallant lives that might have been saved, had 25,000 British soldiers, such as those who, in 1815, decided the fate of Europe on the plains of Waterloo, taken the field at the outset of the contest, when the French troops were but a weak and disorganised rabble, compared to the tried and victorious bands of later times. The mournful balance of blood that must appear against the system then pursued should act at least as a warning against its repetition; that balance is surely both long and melancholy enough to convince the most incredulous of the evils of being without an army, without military pride, character, and confidence, and, above all, without that high and commanding military policy and decision that arms alone can support, and that has now become almost synonymous with national independence.

But we may, it seems, retain our military reputation, for it costs nothing, is not brought into estimate, and will, perhaps, should the world go on as it always has done, be wanted some three or four years hence. As well might we expect the edifice to remain after every stone of the foundation has been removed. Military reputation, character, and confidence, are the results of that military strength which they fortify and enhance in their turn, but from which they can never be separated. There was as much individual courage and patriotism in the country in 1792, as there is now; we had then some six centuries of victory to refer to in support of our claim to military character and confidence, and the system of tactics since followed had been for at least fifty years in pretty general use; yet with all these advantages, to which in point of principle no new one has been added, we were nearly twenty years before we ventured to take the field,—a delay that, independent of other losses, has entailed upon the country about 500 millions of that debt of which we are now so loudly complaining, and which the loudest complainers are, by their constant attacks upon the army, using their best efforts to double at the earliest opportunity. One really begins to believe, with the accomplished author of Pelham, *that there is no such thing as a fact in the world.*

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* I mean Fontenoy, and am speaking of field battles only; for Frederick the Second says, that the best infantry in the world may fail in attacks of entrenchments or fortifications: and we know well enough that the failure of military enterprises is not always to be ascribed to the troops. Napoleon gained every battle he fought during the Russian campaign. That entire British armies perished in the marshes of Holland, or were cut up in detail in the woods of America, was not owing to the misconduct of the men, but to the folly of those who sent, or those who led them.

Perhaps I shall be told that I am leaving out of account the vast addition of military science acquired during the war. Where is this science to be found? You cannot produce a single book, chapter, or sentence, that throws any new light on the science of arms, or adds one particle to our previous knowledge of the subject. The knowledge and confidence resulting from *experience* alone, are confined to those who acquired them in the field, and must to a great extent disappear from the service along with their present possessors; so that reduction has the evident advantage of not being confined to mere numbers.

Let it not be charged against the officers of the army, that military science made no progress during the war; for though that science is, from the circumstances under which it must be exercised, the most difficult of any, the profession of arms, is above a certain rank, almost a close one. Besides, instead of being cheered in our difficult career by the applause of our country, every effort was made to repress all generous and noble exertion. A factious party forced upon the Government a line of conduct towards the army, that shook not only the confidence of all ranks in their superiors, but made the juniors indifferent to the cultivation of talents that they saw undervalued in their commanders; it lowered, instead of raising, the standard of military qualities and acquirements, and naturally led to a system of organization totally at variance with the progress of military science; yet, notwithstanding these disadvantages, we have, in justness of military views, left both friends and foes far behind.

But these, I shall be told, are now idle speculations, and worse recriminations, for the schoolmaster is abroad, and is, with his primer, to put down the soldier and his bayonet altogether. When the schoolmaster shall have eradicated from the human breast the passions that unsheath the sword, then the weapon will of itself remain in the scabbard; but to disband armies, and to crush the martial spirit of a country, in the hopes of obtaining such a result, is like breaking down the dyke that protects the land from the fury of the ocean, in order to allay the elements that raise the storm. The ancients, who deemed that the best mode of preserving peace was to be prepared for war, pictured the goddess of wisdom and of arts herself armed *cap-a-piè*, and we admit, even to this day, the justness and the beauty of the representation; but the chances are that posterity will say of our boasted schoolmaster, that he should have been crowned with foolscap, and should have "hung a calf's-skin o'er his recreant limbs."

I am, Sir, &c. &c.

Edinburgh, May, 1830. J. M.

P. S. To raise the military caste so as to render the few capable of doing the duty of the many, would be a mode of reducing numbers and expense, alike creditable to the country, the service, and the projector; but as it would render an augmentation of the soldier's pay necessary, it need not be looked for in these times. At the moment when the appointment of second lieutenant-colonels was called for, the junior majors are, it seems, to be reduced, so that depôts, those seminaries of the infantry, that should never be without the superintendence of an officer of knowledge and experience, capable not only of instructing all ranks in their duty, but of setting an example of conduct to the junior officers, will in future be for the most part under the command of young captains, many of them not of an age to command themselves, much less others. A depôt should never be without an unmarried field-officer. *En passant*—I perceive that a Committee has been appointed to inquire into the half-pay and pension system; I presume not to know with what view, but I beg most earnestly and respectfully to call the attention of its members to the following words of Pericles, recorded by Thycydides:—ἆθλα γὰρ οἷς κεῖται ἀριστῆς μέγιστα, τοῖσδε καὶ ἄνδρες ἄριστοι πολιτεύουσι:—that is, "there will the best men be found where the reward of valour is the highest."

Administration of the Medical Department of the Army.

MR. EDITOR,—The letter of your correspondent *Medicus*, in the last number of your excellent Journal, relates to a department which I regret to say has long been on the decline, and which, unless reformed and re-invigorated, will soon lose all that remains of its respectability. It is not, however, by calling attention to such trifling matters as are mentioned by Medicus, that the service is to be benefited; nor can I see any thing improper in the circumstances to which he alludes, considering the Medical Department of the army as now regulated. If the seniors of the service will not accept of promotion, it can be no hardship to be commanded by younger men advanced above them. No, Sir, I am sorry to see such puerile complaints brought forward when there is so much of real importance to be noticed. It has for some time been whispered that the present gallant Secretary-at-War had taken the Medical Department, as well as the other civil departments of the army, into his consideration; and if he has, I feel assured it will be thoroughly reformed. We must come back, Sir, to former times.

The present system of management was got up in a hurry, and was as complete a job as ever was got up to advance one party and depress another—to put men without science or learning above whatever remained of either in the department. This, Sir, is literally the fact.

At the commencement of the revolutionary war with France, and during the sickness and slaughter of the first campaigns in Flanders, every apothecary's boy that could be laid hold of was taken into the service, and employed in the hospitals, or as a surgeon's mate. Most of these young men had very little knowledge of medicine or surgery. Yet those of them that survived the filth and contagion of the Flanders hospitals, acquired a practical experience in the detail of military duties, and some from their humanity and attention to wounded or sick officers secured sincere and powerful friends. Hence, as vacancies occurred, they became surgeons of regiments; and afterwards, when higher rank and greater rewards were to be disposed of, the question came to be mooted how such might be made available to these unqualified but practical men. Then it was that new titles were invented, and hospital inspectors, whether *deputy* or *full*, usurped the place of physician and surgeon, the still generally received and literary distinctions in all services and in all civilized countries, except England. Men who had never spent a day at a University, or never faced a College of Surgeons, could thus be raised to the highest grade in the service, and when the quarrels of the Medical Board in 1809, and their imbecile conduct, brought them so conspicuously before the world, and some change became absolutely necessary, then it was that the *Unlearned Practicals* secured the apple of discord, and from that moment every thing like Science or Literature has been banished from the Department, and more especially by its present Chiefs.

Sir James M'Gregor, much to his credit, has acquired some learning since he became Director-General, and has shown an anxiety to encourage others in a like endeavour to make up for the deficiencies of their youth. But this is all that can be said in his favour. It would be difficult to point out any man of talent or education that he has patronized or promoted, or any change or improvement that he has suggested in the department, that possibly could lead young men of talent or education to enter it.

The first thing to be done is to return to the old established commissions of Physicians and Surgeons, and to equalize their rank and pay according to the usages of former times, and the consideration due to men who have spent much time and money in acquiring a knowledge of their profession before being called upon to practise on his Majesty's soldiers.

The first Commission should be that of Assistant-Surgeon to a regiment; for as a friend one day observed to me, every young man would thus have an opportunity of gaining practical knowledge under an experienced senior in his profes-

sion; and gentlemanly and military ideas at the mess-table of his corps. After being three years in a regiment, he should be eligible for promotion, and his next step should be that of Assistant-Surgeon to the forces. The gradation might then be surgeons of regiments; surgeons of hospitals; surgeons to the forces; hospital physicians, and physicians to the forces. This last should be the highest grade of a medical officer in the army. The Assistant-Surgeon of a regiment should rank as Ensign, or Second Lieutenant, and have the pay as at present of 7*s.* 6*d.* per diem. The Assistant-Surgeon to the forces should have the rank of what was formerly known as a Captain-Lieutenant, with a pay of 10*s.* per diem. The Surgeon should rank as now with the captains of his regiment, but his pay should be 15*s.* per diem at once. The Hospital Surgeons and Surgeons to the Forces, should have the rank of field-officers with a pay of 1*l.* per diem, and the Physicians to the Forces should rank as a Lieutenant-Colonel with a pay of 1*l.* 10*s.* per diem. But when at the head of a staff with an army in the field, the Physician in Chief should have the rank of a Brigadier-General, and a pay of 2*l.* per diem. Such an arrangement would be the greatest economy to the country; and to prove such, I could write a most edifying chapter; ay, and from experience too—but at present it is unnecessary. A competent Director-General, with two clerks and two rooms at the War-Office, are fully equal to all the duty at head-quarters; and by having recourse to them, the Secretary at War will save the country nearly five thousand a year—no small item in these times. Let Sir James have his half-pay and his Portsmouth sinecure, and let an active and liberal-minded man be put at the head of the Department, and other improvements will follow as a matter of course. No man is more capable, and few so well disposed to do justice to the Medical Department of the British Army as the present Secretary at War. I therefore trust the report is true, that he has resolved to improve that department. Indeed, Sir, acting up to the principles that have hitherto guided his conduct, he cannot possibly allow the country to be burdened with the expensive and useless establishment in Berkeley-street, and particularly too, when the abolishing of that nest of idleness and jobbing would make a saving equal to all the half-pay of the Medical-Staff Officers, many of whom have been teased and annoyed beyond measure, and but for the benevolence of Sir Henry Hardinge, to whose generous mind *solely* we owe the boon of a commuted allowance, many would have been ruined. If you can find room for these remarks, you will greatly oblige

A CONSTANT READER.

London, May 10, 1830.

Brevet Rank in the Navy.

MR. EDITOR,—Assuming as a fact, that the present regulation, which limits the future promotion of naval officers to the proportion of *one* to *three* deaths, has been most unwillingly adopted by the Lords of the Admiralty, in consequence of the expense arising from the present crowded lists, and that no other consideration could have induced them to depart from the previous plan, for permitting the sale of the senior captains' commissions to a certain number of qualified commanders, for the express object of "securing at any future period an adequate supply of younger captains, habituated to command, as well as to satisfy the just claims of all those of long standing," I take the liberty of suggesting a measure which would be at once gratifying to those officers, reduce the number of aged and infirm on the list, and insure a supply of younger captains in case of need, and consequently preserve long unimpaired the vigour of our fleets and the spirit of hope, which can alone render the service desirable, to that portion of the aristocracy which it seems Government is most desirous to enroll in our naval ranks; while all these desirable objects might certainly be obtained without the demand of a single additional shilling from the national purse.

But first, Sir, let me, through you, respectfully ask, is it too much to assume, that the first Lord of the Admiralty (the son of the late Lord Melville), as well as our beloved Sovereign, would rejoice at having a fair opportunity to reward the long standing of the senior captains, by conferring such rank, as they must have enjoyed long since had the war continued; or in other words, had not the services of the captains mainly contributed to conquer that peace which, with all its merits and its glory, has proved to be so disastrous for themselves? And if this assumption be admitted, may it not be justly concluded, that with the above important object in view, there would be no objection to such a measure as granting the *rank* of Rear Admiral to the captains retiring from the service; or (if indeed it be the intention of the Admiralty to confer the rank of Commodore on all captains as they enter the first list), to allow them to carry the rank of commodore into their retirement? This, to some persons, may appear but little of a boon; but though in the sea-ports the high rank of naval captains is well understood and cheerfully conceded, in many parts of the country the contrary is the case, and something like the irritation of a perpetual struggle for precedence is necessarily felt, unless a man who, under the authority of his Majesty, really ranks next to a Major-General of the army, is willing to give place, not merely to Colonels and Lieutenant-Colonels of the line, but as the case may be, to some civic Colonel Pattypan, or some gallant Major Sturgeon!

Sir, to relieve officers at a certain time of life, and their families, from this vexatious and unseemly struggle would be in itself a boon of no common value; and though the ignorance or negligence of society may persist in classing Captains of the Royal Navy with Captains of the lowest description, there are few who would not have sense enough to do justice to the less equivocal term of Rear Admiral, or Commodore.

With the grant of such rank, then, in view, which obviously costs nothing, let us go on to suppose the pecuniary value of each commission is fairly estimated at 4500 guineas, and purchasers are required. Now, I think it is scarcely to be doubted that a number of the present Commanders would receive as a distinguished favour the permission to purchase the rank and standing of Captain for 1500 guineas, even though subject to the condition of their receiving no more than their present Commander's pay, until they could be finally admitted on the list as Captains, according to the present regulations of the Admiralty. If this be conceded, and there is little doubt of its success, there is then only the remaining 3000 guineas to provide, and the simple question is, whether an annuity of ten shillings and sixpence a day, which would be saved to the country by the retirement of the Captains, added to the pay of Rear-Admirals, to which, on the breaking out of a war, they would very soon become entitled, either from the strength of their claims or the necessity for removing them to get at younger officers, or at least officers more powerfully patronised, is in reality worth the above sum? On this head I have no hesitation in saying, that, without taking into consideration the farther increase of pay, as Vice and full Admirals, which men at between fifty and sixty years of age may well aspire to, the simple annuity of ten shillings and sixpence per diem, joined to the contingent increase as Rear-Admirals, is so very far beyond the value of 3000 guineas, that there is not a Life Assurance Office in London that would not readily purchase them, if such a purchase could be legally effected; and consequently, the purchase must be equally advantageous to Government.

Thus, Sir, as it now appears to me, the whole 4500 guineas might be easily and advantageously raised, and not only would the oldest Captains be satisfied with such equivalents for that long expected promotion, which from the practice of the Admiralty, the nature of their own claims, and long standing on the list, they were justly entitled to anticipate, but Government itself would be deriving an advantage from the increase of patronage as well as pecuniary gains, while what is very generally considered as a pledge in Parliament would be liberally redeemed, and a mortal veil of despondency be at the same time

removed from the higher ranks of the service. But above all, Sir, in these economical, if not parsimonious times, all these great and desirable benefits would absolutely be conferred without the extraction of a single additional shilling from the national purse. AN OLD POST CAPTAIN, R. N.

Tunbridge, Kent, April 14, 1830.

The Lieutenant-Colonels of the Army.

MR. EDITOR,—It has been again reported that a regulation will be made respecting the progressive rank of the Lieutenant-Colonels of the Army to the rank of full Colonel, in the manner in which it has, for many years past, been permitted to the Navy.

Many of the Lieutenant-Colonels of the line have now been nearly twenty years in that rank, and many of them have served during the whole of the late arduous war. By the present system, the officers of the same rank in the Guards, the artillery, and the aid-de-camps of the King, are often placed over their heads, and as change of regulation of rank is therefore of essential consequence to the officers of the line, it has been mentioned that the rank of full Colonel may interfere occasionally with garrison duties; but the same dispensing power that confers rank may easily regulate and change any order upon that point. —

Conveyance of Troops in Government Vessels.

MR. EDITOR,—Amongst the various advantages which would accrue from the conveyance of troops in Government vessels in place of transports or freight ships, should be enumerated *punctuality:* this is in a great degree insured in transports, by having agents on board; but in other craft the want of it not only entails great inconvenience and a ruinous expense to individuals, but also expense to the public, by troops being delayed in billets and otherwise, after the period named for their embarkation.

The Sir Joseph Banks freight ship, carrying troops to Ceylon and the Mauritius, named to sail on the 15th January, only sailed from Gravesend on the 20th April. The embarkation of the 75th regiment for the Cape is now delayed by the ships which were to have been afloat on the 25th ult., and sailed on the 15th instant, not having yet gone down to Gravesend.

London, 17th May, 1830. Yours very faithfully, E.

Position of "The Devil's Rock."

MR. EDITOR,—I have just returned from India, and in taking up your Number for February, perceive there is a mistake of some miles in the position of the Devil's Rock as given by me when I saw it on my outward passage last year. You state the Lat. 46° 26′ N., Long. 13° 18′ W. According to my observations, I reported Lat. 46° 36′ N., Long. 13° 08′ W., which only differs 3′ miles of Lat. and 5′ miles of Long. from the position laid down by the Fortitude of Dublin. I am happy to say my chronometers have gone uniformly well all the voyage, and always agreed with my lunar observations. Your correction will oblige Your humble servant,

Liverpool, 14th May, 1830. W. SWAINSON, Lieut. R.N.

King's Packet Service.

MR. EDITOR,—As a Subscriber to your most excellent and very entertaining Journal from its commencement, I cannot refrain replying to two letters that appeared in your late publications for March and April; I mean those of the Old Lieutenant and Justitia, relative to the Packet Establishment at Falmouth. As an old retired commander of one of those very vessels, I can truly say, *all is not gold that glitters;* nor is the Packet service so enviable an appointment as it is generally believed; and before people attempt to write on the subject, they should first be perfectly acquainted with it, to support both argument and opinion. When I first entered the Packet service, it was certainly a most excellent appointment, but now it is widely different. First of

all, before any commander can be eligible to be appointed to one of the King's packets, he must have served five years in constant sea service; he must then pass a very strict examination as to lunar observations, and should he have been long on half-pay, seamanship will be inquired into: but the most particular thing is navigation; he must know how to ascertain the longitude by chronometer, by any of the fixed stars, as well as by the sun. The candidate having obtained his appointment, the very lowest calculation for his outfit is 600*l.*; furniture for seven small cabins and two large ones; plate, linen, china, glass—in fact, the same as for an admiral, who keeps a good table. This will make a d—l of a hole in a half-pay purse. He is then told, that although he is purser of his ship, he must find all the necessaries for the ship's company; nor is he allowed a clerk to keep his accounts, nor any compensation money for passing them; this alone is a hundred a-year out of his pocket; that he must pay and feed his own steward, steward's mate, cook, and two boys; the boys are ordered as servants to the master and gunner, and his cook must drudge for all hands, and no good cook will take the berth without being well paid. Those five persons will cost him 300*l.* a-year out of his own pocket. Here then is 400*l.* a-year he actually pays for his situation. All this was done at the suggestion of the man who ought, (if he has a conscience,) to be the supporter, instead of the oppressor. On his arrival at Falmouth, he most probably comes in for a very bad voyage,—such as the Mediterranean, Halifax, Buenos Ayres, and the Leeward Islands,—and it may so happen, that he goes several times, to his utter ruination, for there is scarce a dollar to be made in either of those voyages. Three of these running will sink him 1500*l.* There are only three good ones, Mexico, Brazils, and Jamaica: so that the Packet service is a mere lottery; besides, they are fagging nine months in the year at sea.

As to the freights, there has been some underhand work about that, and probably Justitia knows more of that transaction than anybody else. Jealousy, envy, and spite, reduced the quantity of freight to thirteen tons, while one of the same class came home the other day with more than a million of dollars, and she had her ten guns on board and seventy-five people. The Falmouth packets are able to bring home fifty tons of silver with ease and safety, and as a proof of it, vessels that brought home half that quantity, drew less water on their arrival than when they sailed. As to the Old Lieutenant growling about his having applied for the command of a Packet, and could not get one, I think he had better say no more on the subject, since he confesses that it may be with the idea of "probably improving his professional knowledge."

The officers of the packets are chosen for their practical knowledge as well as a reward for long services, and instead of promotion; therefore the best place for the old Lieutenant to improve himself, prior to his getting a packet, will be to get on board a tight and high disciplined frigate, as he must be aware that the Admiralty would not trust a packet to an officer who has been on half-pay nearly twenty years.

As to its being permanent, I think it might be limited to ten years, many would give it up before that time. It will take more than three years to become acquainted with all the ports and places they go to, and be perfect in the routine of Post-office duty, and it would be absurd to think that the Post-Master-General would sanction such an alteration, especially for such as wish the berth for improving in their profession. More has been said by the croakers at Falmouth about the King's Packets, to their prejudice, than they ever deserved. I say from experience, that they are without exception the finest sea-boats in the world; only let the passengers come forward, I am confident that ninety-nine out of a hundred will give the King's Packets the preference. Thus, having shown in true colours the advantages and the disadvantages, Justitia had better be silent for his own sake, or, according to his own expression—"Most properly so—he shall have a pleasant smack of bitter to his punch, which seems to abound in acid."

VERAX.

EMINENT BRITISH LAWYERS—CABINET CYCLOPÆDIA.—Mr. Roscoe has produced a delightful work in this volume, as well as a compilation of much historical interest and general instruction. The men whose biographies he has sketched, themselves great by their own merit, lived amongst the greatest personages, and figured in the most prominent scenes of their various epochs. When to the prolific materials thus furnished, the traits and incidents of individual and domestic life are superadded, the result cannot fail to constitute a most agreeable work;—and such is the volume before us.

ABSTRACT OF PARLIAMENTARY PROCEEDINGS RELATING TO THE ARMY AND NAVY.

On the 30th of April, Mr. Perceval moved that 83,046*l.* be granted to defray the expenses of the corps of Royal Engineers, the Sappers and Miners, &c. &c.

Their value and necessity were not denied, but Mr. Hume and others said that these corps were too numerous. Since 1792, the number of officers had been quintupled, and was now greater than in 1802.

To this it was replied, that in 1792, the Irish establishment was not united to the English; that our Colonies did not then require corps so large; that the supply was limited to the demand; that the amount of service now performed is greater than ever, in proportion to the number of men employed; that no body connected with the military service were more useful, or productive of more economy in time of peace; and that were the machinery of the establishment now destroyed, its reorganization, on a sudden emergency, would be next to impossible. Vote agreed to.

In addition to the 200,000*l.* granted for the Royal Regiment of Artillery, a farther sum of 83,626*l.* was, on the 30th of April, voted for that purpose. It was opposed on the ground that, since 1792, the numbers had been doubled, and the expense more than proportionably increased; that no establishment was so expensive; that the staff was by one third too numerous; that there was no immediate danger of war; and that the Artillery was much too strong when compared with the other branches of the service. On the other hand, the duplication of the numbers since 1792 was denied, being then 4369, and now 7111: the new colonies, the Driver Corps, and the Irish establishment being sufficient to account for the difference. Farther, the Artillery in time of peace did not admit of such reductions as other branches of the service, seeing that the members of that corps required a more elaborate education. Vote agreed to.

37,411*l.* for the Royal Horse Artillery, including the Rocket and Riding Troops. This vote was attacked and defended on the same grounds as the preceding, and after some skirmishing between Lord Howick and Mr. O'Connell, was agreed to.

1,223*l.* for the pay of Director-General of Artillery and the Field Train department. This officer is 75 years of age, and whenever his successor is appointed, a reduction of expense will take place.

9,127*l.* for the Ordnance Medical Establishment. It was said that this ought to be consolidated with that of the Army; the answer was, that no reduction of officers would be in that way effected, but an addition made to the deadweight; future reductions were, however, promised, and a probable diminution of the staff at no distant time spoken of by Sir Henry Hardinge.

3,402*l.* for the Academy at Woolwich. The objection to this vote was, that it made a job for the indulgence of favouritism: a sharp altercation ensued, which partaking more of the character of declamation, than of facts or reasoning, we abstain from attempting to condense. The vote was agreed to after a division: for it, 131; against it, 59; majority, 72. Ministers rebutted the charge of favouritism, asserted the efficiency of the officers and professors, and strenuously contended for the beneficial effects which that system of education produced upon the interests of the service, drawing very favourable comparisons between our Artillery and that of the French.

604,347*l.* for the Extraordinaries of the Ordnance Department, gave rise to a long discussion about the mode of preparing the estimate, in which the wishes of the Opposition were acceded to, and the Chancellor of the Exchequer undertook to divide the vote into five separate items, and withdrew it for the present. Lord Milton took occasion to enveigh against the whole military system of the country, as disproportioned to its necessities, unsuited to a time of peace, opposed to the ancient principles of the constitution, and the feelings of the people, and above all, having the effect of a tyrannous exaction in a period of such public distress as the present.

300,245 for superannuations, pensions, &c. &c. Mr. Hume admitted the attention paid by Government in bringing forward officers of Artillery and those of the Marines from half to full pay.

On the subject of forts and dock-yards, the old battle was fought over again, the necessities of the service, the danger of another war, the great reductions already made, &c. were urged with truth on the one side; jobbing, extravagance, and favouritism imputed on the other.

When the vote of 194,335*l.* for Barracks and Barrack-Masters came under consideration, Mr. Hume complained, that at Gibraltar, Canada, and the West Indies, taxes were levied on British subjects, which went into the King's Privy Purse, instead of being applied to the legitimate expenses of those Colonies.

Much of this was denied, and the attention of the House was called to a saving of 42,000*l.* in this branch of the public service. Vote agreed to.

GENERAL ORDERS, CIRCULARS, &c.

TO THE ARMY.

Horse Guards, May 14th, 1830.

In consequence of a reference made to the General Commanding-in-Chief, by the Master-General and Board of Ordnance, relative to a partial misconstruction of the principle upon which canteens are established in barracks, Lord Hill considers it necessary to communicate the following observations to commanding officers of regiments, and to direct that they shall be considered as instructions for their guidance in any case which may occur hereafter:—

Canteens have been established in Barracks for the convenience of the troops, and for the ready supply to the soldier of such liquors, and other provisions of various kind, as could not easily be procured otherwise, or for which it would not be consistent with discipline, or the obligations of their duty, that soldiers should at all times, and indiscriminately, be permitted to resort to the markets, or to shops more or less remote from their barracks.

In order to enable the lessee of the canteen to furnish these articles to soldiers, without material prejudice to his own interest, and to afford to him such remuneration as he has a right to expect for the accommodation given to the soldier, it is indispensable that he should be encouraged and protected; and it would be wholly inconsistent with the view, or with the principle on which the canteen is established, that commanding officers of regiments should be permitted to introduce the sale of liquor or provisions of any description, within the barracks, by soldiers' wives, or any other persons, either at stalls assigned to them for that purpose, or by access to any of the barrack rooms.

Lord Hill therefore deems it necessary positively to forbid the continuance of the practice, wherever it may have existed.

In case of extortion, or improper conduct, on the part of the lessee of a canteen, commanding officers will make such representation, as the circumstances may seem to require, to the General Commanding-in-Chief, who will thereupon communicate with the Board of Ordnance.

The lessee is under the most particular restrictions, greatly under the countrol of the commanding officer in barracks, and always responsible to the Board of Ordnance, for any improprieties which may occur; and the Board have reserved to themselves, in each lease of a canteen, a power to eject the lessee upon one week's notice, in case of any well-grounded complaint, made by the Commanding Officer.

These checks appear to the General Commanding-in-Chief to be amply sufficient, and to exclude the necessity of any practice at variance with the principle on which the interior economy of barracks has been established.

By command of the Right Hon.
The General Commanding in Chief,
HERBERT TAYLOR, Adjt.-Gen.

COURT-MARTIAL.

A Court-Martial assembled on board the flag-ship at this port, on the 23rd of April, and continued by adjournment (Sunday excepted) till the 26th, to try Mr. David Gray, acting Surgeon of the Hecla, on the following charges, preferred against him by acting Commander Harding, of the same ship, viz.:—1. For having made use of expressions to Mr. Cater, acting Master, highly disgraceful and derogatory to the character of an officer; endeavouring to provoke him to fight their quarrel out in the gun-room, and making frequent efforts to strike him. 2. For having neglected some standing regulations of the sloop, which he deemed derogatory to his character as a medical man, and not quietly remonstrating with his acting Commander respecting the said order, but starting quibbles on the same. 3. For having disobeyed the orders of the ship, by smoking segars upon the gangways between the hours of one and five p. m., thereby setting an example to the crew of disobedience to an express order given by the acting Commander, to suppress the practice of smoking in every part of the ship, and at all hours. 4. For having treated the acting Commander with marked disrespect on the quarter-deck of the Hecla; endeavouring to disturb and provoke him, particularly in daring him, in an insolent tone, to give him (the acting Surgeon) an unlawful order. 5. For having treated him, (the acting Commander) in his cabin, with the greatest contempt and disrespect, when the said acting Commander was necessitated to threaten the Master, Surgeon, and Purser, that if he heard a word more of the disaffection of the gun-room officers, he would confine them to their cabins, with sentries over them.—The Court having heard the evidence, defence, &c. was of opinion that the 1st and 5th charges had been proved, and the 4th in part proved, against the said Mr. David Gray, and did adjudge him to be dismissed his Majesty's service.

MONTHLY NAVAL REGISTER.

ARRIVALS AND SAILINGS.

April 18. FALMOUTH.—Sailed H. M. K. Vigilant, Lieut. Loney.

19. PORTSMOUTH.—Arrived H. M. C. Highflyer.

PLYMOUTH.—Arrived H. M. K. Vigilant, Lieut. Loney.

20. PORTSMOUTH.—Arrived H. M. S. Cadmus, (10), Com. Sir T. R. T. Thompson, from South America. Left Rio 12th February, Bahia 8th March, and Pernambuco 15th March. Sailed the Amity Transport, and H. M. C. Arrow, Lieut. E. Thrackstone, Arrived H. M. C. Starling, Lieut. Harrison.

SHEERNESS.—Arrived the Flora Transport, Lieut. Wentworth.

FALMOUTH.—Arrived H. M. P. Zephyr, Lieut. C. Church, from South America. Left Buenos Ayres 5th February, and Monte Video 10th.

21. FALMOUTH.—Arrived H. M. P. Sandwich, A. Schuyler, from Lisbon. Sailed 11th instant.

SHEERNESS.—Arrived H. M. C. Linnet, Lieut. Gayton.

22. FALMOUTH.—Arrived H. M. P. Lady Wellington, Lieut. W. Lugg, from the West Indies. Left Carthagena 25th February, Jamaica 16th March, and Crooked Island 26th March.

24. FALMOUTH.—Sailed H. M. P. Magnet, J. Porteous, for Lisbon; H. M. P. Emulous, Lieut. W. P. Croke, for the Leeward Islands; and H. M. P. Duke of York, Lieut. R. Snell, for St. Domingo.

25. PORTSMOUTH.—Sailed H. M. C. Starling, Lieut. Harrison; and H. M. C. Raven, Lieut. Finch.

SHEERNESS.—Sailed the Flora Transport, Lieut. Wentworth

PLYMOUTH.—Sailed H. M. C. Bramble, Lieut. Haswell.

26. PORTSMOUTH.—Sailed H. M. S. North Star, (28), Capt. Right Hon. Lord William Paget, for the West Indies; and H. M. S. Ocean, (80), Capt. P. Campbell, C. B. for Plymouth, to be paid off.

PLYMOUTH.—H. M. S. Royalist taken into Hamoaze, to pay off.

FALMOUTH.—Arrived H. M. P. Stanmer, R. S. Sutton, from Lisbon.

27. PLYMOUTH.—Arrived H. M. S. Ocean, (80), Capt. P. Campbell, C. B. and proceeded to Hamoaze to dismantle and pay off.

PORTSMOUTH.—Sailed H. M. S. Hecla, Com. Harding, for Woolwich, to pay off. Arrived the Diligence Naval Transport.

28. PORTSMOUTH.—Arrived H. M. C. Snipe, Lieut. Purcell, and Flora Transport, Lieut. Wentworth.

PLYMOUTH.—Sailed H. M. K. Vigilant, Lieut. Loney. Arrived H. M. C. Bramble, Lieut. Haswell, and Antelope, Lieut. Johns.

29. PORTSMOUTH.—Sailed the Flora Transport, Lieut. Wentworth, for Bermuda.

FALMOUTH.—Arrived H. M. P. Opossum, Lieut. Hannam, from Mexico.

30. PORTSMOUTH.—Arrived H. M. S. Pallas, (42), Capt. A. Fitz-Clarence, from Calcutta. Left 7th January, Madras 16th January, Cape 7th March, St. Helena 23d March, Ascension 28th March. Sailed H. M. Steam-Vessel, Carron, Lieut. B. Aplin.

PLYMOUTH.—Arrived H. M. K. Vigilant, Lieut. Loney.

FALMOUTH.—Sailed H. M. P. Sandwich, Lieut. James, for Lisbon.

SHEERNESS.—Arrived H. M. S. Alligator, (28), Capt. Yorke.

May 1. PORTSMOUTH.—Arrived H. M. C. Sylvia, Lieut. Morgan.

FALMOUTH.—Arrived H. M. C. Nightingale, Lieut. Fortescue, and H. M. Steam-Vessel Meteor, Lieut. Symons.

2. PORTSMOUTH.—Arrived H. M. C. Raven, Lieut. Finch, and H. M. C. Arrow, Lieut. Thrackstone. Sailed H. M. S. Galatea, (42), Capt. C. Napier, C. B. Arrived H. M. Steam-Vessel Confiance, Lieut. Richardson.

PLYMOUTH.—Sailed H. M. S. Britomart, (10), Com. Johnson. Arrived H. M. Steam-Vessel Carron, Lieut. B. Aplin.

SHEERNESS.—Arrived H. M. B. Martial, Lieut. M'Kirdy. Passed by H. M. S. Hecla, Com. Harding.

3. PORTSMOUTH.—Arrived the Amphitrite Transport, Lieut. Cooley, and H. M. C. Highflyer.

4. PORTSMOUTH.—H. M. S. Pallas, (42), Capt. A. Fitz-Clarence, came into harbour to refit.

PLYMOUTH.—Arrived H. M. S. Galatea, (42), Capt. C. Napier, C. B.

FALMOUTH.—Arrived H. M. P. Duke of Marlborough, J. Bull, from Lisbon. Sailed 25th April. Sailed H. M. C. Bramble, Lieut. Haswell.

SHEERNESS.—Sailed H. M. C. Basilisk, Lieut. Watts.

6. PORTSMOUTH.—Sailed H. M. C. Raven, Lieut. Finch, and Highflyer. Arrived the Industry Transport.

PLYMOUTH.—Sailed H. M. B. Leveret, Lieut. Worth.

7. PORTSMOUTH.—Arrived H. M. B. Ætna, Com. R. Ingram, from the Mediterranean. Left Malta 2d May, and Gibraltar 22d April. Sailed the Industry Transport.

FALMOUTH.—Arrived H. M. B. Leveret, Lieut. Worth. Sailed H. M. P. Stanmer, R. S. Sutton, for Lisbon, and H. M. P. Lord Melville, for South America.

8. PORTSMOUTH.—Arrived the Britomart Transport from the Mediterranean. Left Gibraltar 22d ult.

FALMOUTH.—Arrived H. M. P. Cygnet, Lieut. Gooding, from Lisbon. Sailed 2d. Sailed H. M. Steam-Vessel Meteor, Lieut. Symons, for the Mediterranean; H. M. P. Spey, W. James, for Jamaica; and H. M. P. Rinaldo, Lieut. Hill, for Halifax.

9. PORTSMOUTH.—Arrived H. M. S. Pelorus, (18), Com. M. Quin, from the Mediterranean. Left Gibraltar 23d April. Arrived H. M. C. Raven, Lieut. Finch.

FALMOUTH.—Sailed H. M. S. Leveret, Lieut. Worth.

10. PORTSMOUTH.—Arrived H. M. C. Netley, and Amphitrite Transport, Lieut. Cooley.

PLYMOUTH.—Sailed H. M. C. Bramble, Lieut. Haswell.

SHEERNESS. — Arrived H. M. B. Martial, Lieut. M'Kirdy.

11. PORTSMOUTH.—Sailed H. M. S. Pelorus, (10), Com. M. Quin, for Sheerness, to be paid off.

PLYMOUTH. — Arrived H. M. B. Leveret, Lieut. Worth. Sailed H. M. S. St. Vincent, (120), Capt. H. Parker, for Portsmouth, to take her station as Flag Ship. Sailed H. M. S. Galatea, (42), Capt. C. Napier, C. B.

14. PORTSMOUTH.—Sailed H. M. C. Raven, Lieut. Finch, and H. M. C. Highflyer. Arrived H. M. S. St. Vincent, (120), Capt. H. Parker, and H. M. S. Galatea, (42), Capt. C. Napier. Sailed H. M. Steam-Vessel, Confiance, Lieut. Richardson.

SHEERNESS.—Arrived H. M. S. Pelorus, (10), Com. M. Quin.

15. FALMOUTH.—Sailed H. M. P. Duke of Marlborough, J. Bull, for Lisbon.

PLYMOUTH.—Sailed H. M. K. Vigilant, Lieut. Loney. Arrived H. M. Steam-Vessel Confiance, Lieut. Richardson.

16. PORTSMOUTH.—Arrived the Supply Naval Transport.

PLYMOUTH. — Arrived H. M. C. Bramble, Lieut. Haswell.

FALMOUTH.—Arrived H. M. P. Marquis of Camden, from Bermuda. Left 3d April, and Halifax 20th April.

FALMOUTH.—Arrived H. M. S. Leveret, Lieut. Worth.

PORTSMOUTH.—Sailed H. M. C. Highflyer, and H. M. S. Galatea, (42), Capt. C. Napier.

17. FALMOUTH.—Sailed H. M. S. Leveret, Lieut. Worth.

PORTSMOUTH.—H. M. S. Scylla, (18), Capt. J. Hindmarsh, went out of harbour and anchored at Spithead.

18. PLYMOUTH.—Arrived H. M. S. Leveret, Lieut. Worth.

19. PORTSMOUTH.—Arrived H. M. C. Raven, Lieut. Finch, and H. M. C. Netley. H. M. S. St. Vincent, came into harbour, and took up the moorings of H. M. S. Queen Charlotte, as the Flag Ship. Arrived H. M. S. Columbine, (18), Com. J. Townshend, from Halifax.

PLYMOUTH.—Sailed H. M. S. Leveret, Lieut. Worth, and Antelope, Lieut. Johns.

MISCELLANEOUS.

The usual relief of the Commanders-in-Chief on the expiration of their three years servitude at our principal sea-ports, has taken place since our last number. His Majesty's Ship Victory, was paid off on the 30th of April, and the flag of Admiral Sir Robert Stopford, K.C.B. struck at sunset. On the following morning, His Majesty's Ship Ganges, received the flag of Admiral Sir Thomas Foley, G.C.B. appointed to succeed him, and saluted by every vessel of war present. On the arrival of His Majesty's Ship St. Vincent, the flag of Admiral Foley, was transferred to that ship. His Majesty's Ship St. Vincent was paid off at Plymouth on the same day, when the flag of Admiral the Right Hon. Earl of Northesk, G.C.B. was struck, and that of Admiral Sir Manley Dixon, K.C.B. hoisted on board His Majesty's Ship Caledonia, under similar ceremonies. The gallant officers left their respective stations with the general regret of those amongst whom they had passed the short period of their command. The Victory is paid off into Ordinary. Capt. H. Parker commissioned the St. Vincent, and Capt. R. Curry the Caledonia.

His Majesty's Ship Britannia, at Chatham, has been paid arrears of wages down to six months.

His Majesty's Ship Ocean (80), Capt. P. Campbell, C.B. was paid off at Plymouth into Ordinary, on the 15th of May, having completed a period of three years service in the Mediterranean. The Ocean was fitted out for this station in the early part of 1827.

His Majesty's Sloop Cadmus (10), Commander Sir T. R. T. Thompson, returned from the South American Station on the 25th of April, and was paid off into ordinary on the 7th of May. The Cadmus was commissioned in July 1826, at Woolwich, by Capt. Charles Hallowell.

His Majesty's Ship Briton, was paid off at Portsmouth on the 30th of April, and recommissioned immediately for Channel Service, by Capt. Duff Markland.

His Majesty's Ship Herald, was paid off at Portsmouth, and recommissioned for her former Commander Capt. G. B. Maxwell.

In consequence of unfavourable winds, His Majesty's Ship North Star, did not sail from St. Helens for the West Indies till the 26th of April.

On the 21st of May, His Majesty's Sloop Pelorus, Commander M. Quin, was paid off at Chatham, having been employed above three years in the Mediterranean. The Pelorus was on the Cork Station previous to her going to the Mediterranean.

His Majesty's Ship Hecla, Commander Harding, lately returned from the coast of Africa, was paid off at Woolwich on the 20th of May. Of her whole complement of commissioned and warrant officers who sailed from England, only two have returned, and of her crew about one-fourth. The service on which she was employed, was in surveying a part of the coast of Africa, about Sierra Leone. In her late Commander, His Majesty's Naval Service has sustained the loss of a most zealous and active officer; one whose leading principle was to advance the interests of his country and the character of his profession. With his officers and a greater part of his men, he fell a victim to the climate of Africa, after having withstood its malignant effects during more than four years of service in the late expedition under Capt. W. Owen. With a more than ordinary degree of composure, he prepared for his approaching death, and devoted the last moments he could command, as he had throughout his illness, to the duties of his station. The Hecla will most likely be sold out of the service. Capt. Belcher has been appointed to the Ætna to complete the survey.

His Majesty's Ship Talbot, has been commissioned at Portsmouth, by Capt. R. Dickinson, C.B. for foreign service.

His Majesty's Sloop Clio, was commissioned at Plymouth by Commander J. J. Onslow, 7th of May.

His Majesty's Ship Seahorse, pierced for 40 guns, is expected to be launched at Pembroke Dock-yard about the middle of the present month.

His Majesty's Bomb Ætna, Commander R. Ingram, returned from the Mediterranean on the 7th of May, and was taken into Portsmouth Harbour, where she is preparing to pay off.

His Majesty's Ship Pallas, Capt. A. Fitz-Clarence, arrived at Portsmouth from the East Indies on the 30th of April, with the Right Hon. Lord Combermere, late Commander-in-chief in India. The Pallas is now refitting in the harbour for foreign service.

The inhabitants of Padstow have obtained a branch from the Trinity House, for the establishment of experienced pilots for their harbour.

His Majesty's Ship Vindictive (74), built at Portsmouth in 1810, and now in dock at that place, is to be fitted with a new stern on Mr. Gill's principle.

His Majesty's Sloops Curlew and Nautilus, of 10 guns each, lately launched at Woolwich, are now fitting on several new plans for experiment in this class of vessel. The principal of which are, the forecastle being entirely done away, and the bulwark lowered considerably. The American system of having no projection for the chainplates of the lower rigging is also adopted, and it is in consequence set up to the bulwark. The ports are so constructed as to allow the ready escape of any water that may lodge on the deck from a heavy sea, and the lower half port is done away. The carronades, when stowed fore and aft, by the fighting bolt being removed, are secured to the vessel's side by a bolt attached to the side of the breast of the carriage, by which much space on the deck is gained. In the arrangements below, the side binns are done away, and the warrant officers are allotted one cabin among them all. They are superior vessels of their class, but it is thought that the want of the forecastle will be much felt by the watch in bad weather.

His Majesty's Sloops Onyx and Leveret, are ordered to the north-west coast of Ireland, under the direction of Capt. A. T. E. Vidal, R. N. to look for Aitkin's rock. Attempts have been made of late years to discover the real position of this hidden danger without success, although no doubts are entertained of its absolute existence. It is supposed to be on a level with the surface of the sea in about lat. 55. 15. N. and long. 10. 0. W., lying immediately in the track of vessels frequenting the north channel, many of which are supposed to have been lost on it.

The following Midshipmen have passed their examination for Lieutenants since our last Number:—G. G. Heathcote, B. L. M. Adams, W. B. Moneypenny, J. V. Williams, D. C. Cumby, F. Scott, G. H. Blair, W. Campbell, J. S. Wetenhall, M. Wilkins, V. Baker, and the Hon. D. A. W. Pelham.

The Duke of York Steam-Vessel, has been purchased into the Navy, and is to be employed as a packet between Falmouth and Malta. The name has been changed to the Messenger: the George the Fourth Steam Vessel is also to be purchased and employed in the same service, and called the Courier.

PROMOTIONS.

COMMANDER.

Averell A.

LIEUTENANTS.

Austin, F. W.
Blair, F.
Burnett, T.
Butterfield, E. H.
Chambers, S.
Cumby, D. C.
Marsh, J. B.
M'Kenzie, J. G.
Pasco, W. M. J.
Roberts, R.

SURGEON.

Marshall, P.

APPOINTMENTS.

CAPTAINS.

Curry, R.	Caledonia.
Dickinson, R., C.B.	Talbot.
Markland, J. D.	Briton.
Parker, H.	St. Vincent.

COMMANDERS.

Baugh, H.	Ordinary at Sheerness.
Belcher, E.	Ætna.
Dixon, G. F.	Caledonia.
Gape, J.	Pelican.
Foley, O.	St. Vincent.
Maxwell, G. B.	Herald.
Onslow, J. J.	Clio.

LIEUTENANTS.

Amherst, J. R.	Caledonia.
Austen, F. W.	Blonde.
Bevan, E.	Herald.
Blair, C.	Talbot.
Blair, F.	Warspite.
Bond, F. G.	Ætna.
Brittan, C. H.	Challenger.
Buchanan, G.	Flag of Sir H. Blackwood.
Burnette, T.	Sibylle.
Broughton, J.	Sibylle.
Butterfield, E. H.	Primrose.
Carr, W.	Caledonia.
Caswell, G.	St. Vincent.
Codrington, H. J.	Briton.
Cory, N.	Briton.
Crawford, R. B.	Donegal.
Crawford, J.	Ferret.
Duncan, A. C.	Prince Regent.
Eyton, W. W.	St. Vincent.
Fitzroy, C. W. H. G.	Briton.
Foot, M. (flag)	Caledonia.
Fraser, G.	St. Vincent.
Gayton, C. (flag)	St. Vincent.
Glasse, F. H. H.	Caledonia.
Goold, H.	Caledonia.
Harris, H. T.	Talbot.
Hemmans, S. H.	Herald.
Hopkins, C.	Prince Regent.
Jones, H. J.	Caledonia.
Ley, J.	Plymouth Ordinary.
Marsh, J. B.	Warspite.
Miles, A.	Ætna.
Mitchell, H.	Satellite.
Mure, J.	Caledonia.
Nowell, W. C.	Plymouth Ordinary.
Pears, C. W.	Talbot.
Purcell, J. W.	St. Vincent.
Quin, H.	Ætna.

Roberts, R.	Eden.
Ross, C. W.	St. Vincent.
Sinclair, A.	Clio.
Shambler, J.	Lively.
Somerville, J. B.	St. Vincent.
Smale, J.	Donegal.
Spark, T.	Sylvia.
Stirling, J. F.	Briton.
Twysden, H. D.	Prince Regent.
Ward, J. H.	Pelican.
Watkins, T. V.	St. Vincent.
Winsor, G.	Talbot.
Winniett, W.	Hyperion.
Wharton, J. F.	Plymouth Ordinary.
Wright, C. M.	Hyperion.

MASTERS.

Farley, W.	Herald.
Sadler, F. W. R.	St. Vincent.
Sidney, W.	Talbot.
Thompson, R.	

SURGEONS.

Chevers, F. B. M.	St. Vincent.
Rich, J. E.	Caledonia.
Scott, J., M.D.	Briton.
Noot, J.	Herald.

ASSISTANT-SURGEONS.

Deans, D.	St. Vincent.
Hammond, H.	St. Vincent.
Osborne, F.	St. Vincent.
Rees, J. R.	Caledonia.
Roney, J. M.	Caledonia.
Veitch, J.	Caledonia.

PURSERS.

Bailey, W.	Herald.
Curtis, J.	Talbot.
Tillis, J.	Caledonia.
Mayhew, J.	St. Vincent.
Tapson, J.	Briton.
Unwin, D.	Clio.

CHAPLAINS.

Fisher, G.	St. Vincent.
Goldney, J. K.	Blonde.
Marshall, J.	Briton.
Quarles, T.	Caledonia.
Pinhorne, J.	Secretary to Admiral Sir T. Foley.

MARINES.—CAPTAIN.

Cotteb, J.	Caledonia.

FIRST LIEUTENANT.

Clarke, J.	Caledonia.

SECOND LIEUTENANTS.

Churchill, E. W.	Caledonia.
Parker, E.	Briton.
Reed, T. B.	Talbot.

CHANGES IN THE STATIONS OF CORPS

SINCE OUR LAST.

1st Dragoon Guards	from	Longford	to	Cahir.
2d Ditto	from	Dublin	to	Manchester.
3d Ditto	from	Coventry	to	Exeter.
6th Ditto	from	Dublin	to	Cork.
1st Dragoons	from	Manchester	to	Norwich.
2d Ditto	from	Ballincolly	to	Dorchester.
6th Ditto	from	Dundalk	to	Dublin.
7th Hussars	from	Newbury	to	Dundalk.
8th Ditto	from	Dublin	to	Longford.
12th Lancers	from	Edinburgh	to	Dublin.
17th Ditto	from	Dublin	to	Newbridge.
8th Foot under orders for Halifax, Nova Scotia.				
11th Foot Depôt	from	Cork	to	Portsmouth.
14th Ditto	Bengal, under orders for England.			
17th Ditto	Chatham, under orders for New South Wales.			
22d Ditto Ditto	from	Tralee	to	Fermoy.
32d Ditto	under orders for Canada.			
33d Ditto Ditto	from	Naas	to	Burnley.
42d Ditto Ditto	from	Paisley	to	Perth.
53d Ditto Ditto	from	Naas	to	Chester.
55th Ditto Ditto	from	Sheerness	to	Chatham.
57th Ditto Ditto	from	Languard Fort	to	Chatham.
62d Ditto	from	Cork	to	Chatham.*
67th Ditto	from	Chester	to	Dublin.
72d Ditto Ditto	from	Drogheda	to	Glasgow.
75th Ditto	Canterbury, under orders for the Cape of Good Hope.			
86th Ditto Ditto	from	Buttevant	to	Tralee.
88th Ditto Ditto	from	Tralee	to	Languard Fort.
89th Ditto	at Madras ordered to England.			
91st Ditto Ditto	from	Londonderry	to	Paisley.
2d Batt. Rifle Brigade do.	from	Deal	to	Dover.

* Under orders for Madras.

GAZETTES.

MILITARY PROMOTIONS, &c.

FROM APRIL 28 TO MAY 29.

WAR-OFFICE, MAY 3.

LONDON GAZETTE, MAY 4.

The half-pay of the undermentioned officers has been cancelled from the 4th inst. inclusive, upon their receiving a commuted allowance for their commissions:—Surg. William Milton, h. p. 20th Ft.; Lieut. Edmund Stacpoole, h. p. 49th Ft.; Lieut. Henry de Gingins, h. p. Watteville's Regt.; Lieut. James George Powell, h. p. 20th Ft.; Lieut. John Thomson, h. p. 79th Ft.

1st West York Militia.—John Henry Lowther, Esq. to be Lieut.-Col. vice Smith dec.

Yorkshire Hussars.—Lieut. the Hon. Frederick William Robinson to be Capt. vice Lee, res.

Southern (West Riding) Regiment of Yeomanry Cavalry.—The Hon. James Stuart Wortley, to be Capt. vice Rimington, res.; Cornet Christopher Alderson, Esq. to be Capt. vice Skirt, res.; George Wright, Gent. to be Lieut. vice Forster, resigned.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

April 19th, 1830. The Lady of Lieut. John Jane, R.N. of a son.

April 22d. The Lady of Lieut.-Colonel Despard, 17th Regiment, of a daughter.

The Lady of Lieut.-Colonel Dawkins, M.P. of a daughter.

The Lady of Colonel Sealy, of the Hon. East India Company's Service, of a daughter.

At Rothkeale, County Limerick, the Lady of Capt. Leighton, 56th Regiment, of a daughter.

At Templemore, the Lady of Lieut. Montgomerie, 76th Regiment, of a son.

The Lady of Lieut. E. B. Hodges, R.M. of a son.

At Canterbury, the Lady of Capt. Seton, 5th Dragoon Guards, of a son.

At Dunoily, N. B. the Lady of Capt. M'Dougall, R.N. of a daughter.

May 2d. The Lady of T. W. Archer, Esq. Purser, R.N. of a son.

May 4th. At Molecomb, Lady George Lennox, of a son.

May 10th. At Heaton Norris, Stockport, the Lady of Lieut.-Col. Macgregor, 93d Highlanders, of a son.

May 12th. In London, the Lady of Capt. Hosking, R.N. of a daughter.

May 13th. At Southsea, the Lady of Lieut. Thomas Moore, R.M. of a son.

At Fairfield Lodge, Taunton, the Lady of Lieut. Edward Jennings, R.N. of a son.

May 18th. At Cheltenham, the Lady of Lieut.-Colonel Walter Raleigh Gilbert, of a daughter.

At South Barrack, Walmer, near Deal, the Lady of Lieut. G. W. Pearne, R.N. of a son.

At Lymington, the Lady of Commander B. Yeoman, R.N. of a son.

May 19th. The Lady of Capt. T. Burton, R.N. of a son.

May 24th. At Kimpston House, near Bedford, the Lady of Colonel Greenstreet, Bengal Army, of a son.

MARRIED.

April 14th. At Florence, Lieut. Buckner, of the Rifle Brigade, second son of Lieut.-Colonel Buckner, C.B. to Eliza, second daughter of the Hon. W. H. Gardner, Royal Artillery.

At Bristol, Lieut. William Porter, 6th Dragoon Guards (Carabineers), to Elizabeth Gibbs, second daughter of the late Abraham Ludlow, Esq. of Heywood House, Wilts.

At Frindsbury, near Rochester, Lieut. Newton, R.N. to Penelope, only daughter of D. Day, Esq. of Shorne.

May 4th. In London, Capt. Richard Henry King, R.N. to Mary, daughter of the late Samuel Twyford, Esq. of Trotton, Sussex.

May 8th. At Brighton, Assistant-Surgeon J. H. Pickford, Grenadier Guards, to Anna Henwood, daughter of J. Mills, Esq. of St. George's Place, Brighton.

May 11th. At Ham, near Brighton, Capt. David Burges, 62d Regiment, to Eliza Charlotte, youngest daughter of the late Colonel J. C. Mitchell.

At Brompton, Kent, Lieut. H. Gittings, R.N. (*b.*) to Hannah, only daughter of — Long, Esq. of Gillingham, Kent.

May 13th. At St. George's Church, Hanover Square, London, Capt. E. A. Perceval, 15th Hussars, youngest son of the late Right Hon. S. Perceval, to Beatrice, fourth daughter of Sir J. Trevelyan, of Nettlecomb, Somerset.

May 19th. At Newhaven, Lieut. John Tothill, R.M. to Jane, only child of William Cole, Esq. of Newhaven.

May 25th. At St. George's, Hanover Square, Capt. Felix Vaughan Smith, of the Queen's Bays, to Charlotte Eliza, only daughter of Sir Hugh Dillon Massy, Bart. of Doonass, County of Clare, Ireland.

At Woolwich, Assistant Surgeon Charles Dempsey, Ordnance Medical Department, to Mary Elizabeth, second daughter of Colonel Munn, Royal Engineers.

DEATHS.

Jan. 12th. At Fishergate, Lieut.-Gen. Fletcher, late of 6th Dragoons.

April 21st. At Bury St. Edmunds, Colonel Sir W. Parker, Bart. West Suffolk Militia.

April 6th. At Farnham, Lieut.-Colonel Stanhope, h. p. 50th Foot.

MAJORS.

March 8th. Gregory, h. p. 1 German Bat.

March 19th. Kuhlman, h. p. Royal Artillery, German Legion.

CAPTAINS.

March 20th. Near Perth, Robertson, h. p. 54th Foot.

April 11th. At Ozierbrook, near Frankfort, Croasdale, h. p. 5th Foot.

LIEUTENANTS.

May 28th, 1827. At Mangalore, Rose, h. p. Royal Waggon Train.

Jan. 22d, 1830. Burns, h. p. 8th Foot.

Feb. 24th. Schaffe, h. p. Brunswick Cavalry.

March 7th. At Omagh, Ireland, Moses, 37th Foot.

March 20th. At Mangalore, Browne, h. p. Royal Waggon Train.

March 22d. At Woolwich, Davie, late of Sappers and Miners.

March 30th. At Jersey, Stanford, late 3d Royal Veteran Battalion.

April 8th. At Newark, Else, h. p. 35th Foot.

April 10th. At Leith Fort, Dawson, Royal Artillery.

April 12th. Hendly, h. p. 17th Foot.

April 13th. At Trowbridge, Waldron, h. p. 56th Foot.

ENSIGNS.

Oct. 26th, 1829. At Bangalore, Cathrow, 1st Foot.

Feb. 30th, 1830. Marson, h. p. 13th Foot.

March 10th. At Elgin, Duff, late 3d Veteran Battalion.

PAYMASTERS.

Feb. 5th. Kerr, h. p. 62d Foot.

March 23d. At Omagh, Ireland, Dudden, h. p. 32d Foot.

QUARTER-MASTERS.

March 14th. Morrison, late 7th Veteran Battalion.

March 15th. Armbrecht, h. p. 5th Line Bat. German Legion.

April 4th. Dawson, h. p. 19th Dragoon Guards.

April 8th. Thompson, h. p. 6th Dragoon Guards.

April 9th. Bradbury, h. p. Pembroke Fencible Cavalry.

Feb. 3d. Assistant-Commissary-General Ermatlinger, h. p.

Dec. 29th, 1829. At Pau, Deputy-Assistant-Commissary-General Nugent, h. p.

SURGEONS.

Feb. 6th, 1830. At Hildesheim, Wetzig, h. p. 1st Line Battalion German Legion.

March 28th. At Wellington, Shropshire, Panting, h. p. Staff.

April 13th. At Mullingar, Fsrnan, 34th Foot.

ASSISTANT-SURGEONS.

March 25th. Nelson, h. p. Staff.

April 29th. Finlayson, h. p. 99th Foot.

APOTHECARIES.

Dec. 24th, 1829. At Prior Park, near Clonmell, Constable, h. p.

Feb. 28th, 1830. At Kingston, Jamaica, Burman.

Nov. 12th. At Madras, Major-General James Leith, of the Hon. East India Company's Service. The deceased held the office of Judge Advocate General of the Madras Army upwards of thirty years; and, during that long period, was eminently distinguished by a clear and comprehensive judgment, and a powerful and acute mind. The various works he published afford proof of his deep research, his critical discernment, and the extent of his acquirements. The few, the very few, who now survive, of those who shared his friendship, may truly say, in the emphatic language of the poet—

"Quando ullum invenient parem?"

In the East Indies, Mr. George Marsh, Purser, of H. M. S. Challenger.

March 29th. On board H. M. S. Pallas, on his passage from the Coast of Africa, Lieut. harles B. Greene, R.N. late Lieutenant of the Sibylle, youngest son of Capt. Pitt Burnaby Greene, R.N. of Wykeham, Hants.

On the Coast of Africa, Lieut. E. C. M. Carrington, R.M. of H. M. S. Sibylle.

On the Coast of Africa, Mr. George Moxon, Purser of H. M. S. Sibylle: a young man whose many estimable qualities will endear his memory in the minds of his messmates.

April 17th. Commander Joseph Withers, R.N. retired 1829.

At West Malling, Kent, Lieut. Charles Broome, R.N.

At Bexhill, Colonel Weatherstone, of the Hon. E. I. Company's service.

At Exeter, Capt. Thomas Brett, formerly of the 8th Light Dragoons.

May 3d. Admiral Isaac Prescott. He commanded the Queen of 98 guns, bearing the flag of Vice-Admiral Harland, in Keppel's action with D'Orvilliers; an action which, from the peculiar circumstances attending it, was productive of more party clamour and acrimonious invective, than perhaps any other event in naval history, and which led to the celebrated court-martial on Admiral Keppel. In 1781, he was stationed at Newfoundland in the Mercury, of 28 guns. He was made Post, April 8th, 1778; Rear-Admiral, June 1st, 1795; Vice-Admiral, Feb. 14th, 1799; and Admiral, Nov. 9th, 1795. He married a daughter of the Rev. Richard Walter, who was Chaplain of the Centurion with Lord Anson, and the reputed author of "Anson's Voyage." The Admiral has left several children, one of whom, a Post-Captain in the Royal Navy, has much distinguished himself. The Admiral at the period of his death was in the 93d year of his age, and second in seniority on the Navy List.

Lieut. John Bloomfield, R.M. (1822.)

May 5th. Lieut. Cæsar Arthur Hawkins, 8th Regiment Bombay Native Infantry.

May 6th. At Blackheath, aged 65, Lachlan M'Lean, Esq. He had served upwards of fifty years in his Majesty's naval service, and scarcely a twelvemonth has elapsed since he retired from his office of Paymaster of Pensions of Greenwich Hospital.

May 10th. At the Royal Naval Hospital, Haslar, Mr. W. Kingdon, Admiralty Mate of H. M. S. Pallas.

At Leominster, aged 44, Capt. C. Stevenson, R.M.

May 16th. James Greensill, Esq. principal Clerk in the Commander-in-Chief's Office.

At Windsor, aged 75, Capt. Richard O'Meara, one of his Majesty's Poor Knights, and formerly Captain in the 49th Regiment.

May 18th. After a lingering illness, Capt. James Garland, R.N. in his 44th year.

May 20th. Capt. R. B. T. Sutton, R. ther of the late Sir Charles Sutton, K.C.

METEOROLOGICAL REGISTER,

KEPT AT THE OBSERVATORY OF CAPT. W. H. SMYTH, AT BEDFORD.

APR. 1830.	Six's Thermometer		At 3 P.M.			Pluviameter Inches.	Evaporator Inches.	Winds at 3 P.M.
	Maxim. Degrees.	Minim. Degrees.	Barom. Inches.	Thermo. Degrees.	Hygrom. Parts.			
♃ 1	54·9	50·0	29·80	49·0	438	·087	·050	S.W. to N.W. variable.
♀ 2	49·0	41·3	29·56	48·7	580	·500	·030	W.N.W. blowing fresh.
♄ 3	41·5	36·6	29·70	39·8	580	·600	·050	N.N.W. blowing a gale.
☉ 4	43·0	35·0	30·16	43·0	579	....	·100	W.N.W. light winds, fine day.
☽ 5	45·3	33·4	29·86	45·3	483	....	·070	N.W. light breeze, cloudy.
♂ 6	49·0	34·2	29·78	49·0	479	....	·100	W.S.W. fresh breeze, cloudy.
☿ 7	52·4	46·2	29·83	52·4	483	....	·020	S.W. fresh breeze & squally.
♃ 8	61·8	48·4	29·60	60·8	431	·020	·200	W. fresh breeze and cloudy.
♀ 9	61·0	54·0	29·47	60·3	472	·005	·120	S. by E. light breeze, cloudy.
♄ 10	60·8	53·0	29·59	54·8	512	·745	·110	S.W. by W. gale, squally.
☉ 11	54·8	48·8	29·60	52·9	536	·632	·100	S.W. gale, heavy rain.
☽ 12	54·7	48·6	29·50	51·8	542	·029	·050	S. to. W. fresh breeze.
♂ 13	54·3	48·7	29·90	52·0	550	....	·200	N.W. fresh breeze.
☿ 14	53·2	49·6	29·93	50·0	483	....	·100	S.W. squally and variable.
♃ 15	50·0	47·0	29·96	50·0	474	·200	·120	W.S.W. fresh breeze, squally.
♀ 16	57·0	51·2	29·70	57·0	629	·175	·050	W. to S.W. squally.
♄ 17	56·6	54·3	29·63	56·6	617	·110	·110	S.S.W. to W.S.W. fresh breeze
☉ 18	53·0	50·8	29·83	53·0	466	....	·150	S.W. fresh breezes, cloudy.
☽ 19	58·0	52·5	29·65	54·8	537	·112	·130	S.W. squally, showers.
♂ 20	55·0	47·9	29·85	50·9	563	·255	·100	W. hard gale, clouds low.
☿ 21	51·3	47·0	29·74	50·3	614	·038	·100	S. to S.W. blowing hard.
♃ 22	52·8	47·0	29·44	52·8	639	·040	·050	S. to S.W. hard gale.
♀ 23	55·2	52·5	29·30	55·2	651	·185	·020	S. to S.W. fresh breezes.
♄ 24	54·2	51·0	29·52	53·8	586	·210	·100	S.W. fresh gales.
☉ 25	53·8	47·5	30·03	53·8	578	·020	·130	S.W. fresh gale, chiefly fine.
☽ 26	57·6	51·2	30·16	57·6	569	....	·150	W.S.W. fresh breeze, fine day
♂ 27	63·0	51·0	30·16	63·0	314	....	·160	S.S.E. fresh breeze, fine day.
☿ 28	66·5	54·8	30·10	66·5	336	....	·056	N.E. fresh breeze.
♃ 29	69·8	58·0	30·00	69·8	344	....	·150	E.S.E. fresh breeze, clear sky
♀ 30	72·0	59·6	29·87	70·6	321	....	·100	S. light breeze, cloudy.

SUPPLEMENT.

LETTER FROM TOULON, TO THE EDITOR OF THE U. S. J.

We have the pleasure of giving below a portion of the communication from our Correspondent at Toulon, to which we alluded in the Portfolio. It has reached us at the eleventh hour, and after we had gone to press; but the subject is of such peculiar and pressing interest at this moment, that we have mustered all hands to give it a local habitation in the present Number of the Journal. A month hence, it may not have possessed the same interest.—Ed.

29th May.

Toulon, May 16th, 1830.

Toulon presents at this moment not less an amusing, than an interesting sight, and well repays the inconvenience to which all are exposed who venture within its walls, which it is calculated contain, at present, double the usual population. From the windows of La Croix de Malte, the Place de Lys presents a scene of the greatest confusion. It is encumbered, almost *jonchée*, as our French acquaintances would say, (not, however, as they often apply the term to a field of battle, with *cadavres*, but) with carriages! It is a *Colonne serrée* of *Diligences*, like the bodies of half a dozen coaches and chariots glued back to back; of Cyclopean *mail-portés*, with their solitary lamp in the middle of their—foreheads; of *Cabriolets*, exhibiting in their various forms the links between a carriage and a tax-cart; and of *Voitures* of all sorts and sizes. Misplaced among them appear private carriages of all nations; and eminent amidst them is seen the handsome coach of the Duchess de Montebello, worthy of the best *atelier* in Long-Acre. The panels are embellished with two Marshal's *batons*, covered with *fleurs-de-lis*, crossed and tied together, surmounted by the strawberry-leafed coronet, composing a beautiful ornament. Even this handsome equipage cannot be placed *à l'abri* of the elements; a *remise* being as scarce as a bed-room.

Her Grace is here in order to take leave, *au bord de la mer*, of her son, a young officer, who has volunteered to serve in the ranks as a private in one of the regiments of the line, and whose ambition is to wear the red cotton epaulette of the grenadier company. But this is impossible, being against *etiquette*, until the regiment has been in fire—when it is promised. He is not singular in thus coming forward, as *La Gloire* has produced a like sentiment in others, among whom is a *sous-prefet*, who has for the time turned his pen into a fusil! It may be doubted if he has changed his more appropriate weapon into one more dangerous, (however murderous the other,) that is to say "since the schoolmaster is abroad."

The confusion is amusing to a spectator; but when he ventures down into the arena, it is almost as dangerous as to have become a combatant in the olden time of savage and gladiatorial Rome. It is difficult to parry the attacks of all sorts aimed at you, on all sides, by all kinds of persons. "Quatre bons Chevaux, ils feront le trajet à Marseilles, en huit heures," says an importunate Voiturier, "Non, je vous remercie.—Ils sont forts.—Non, mercie, mercie!—Je les garnirai en cinq minutes, si Monsieur.—Non, diable, non! Croyez vous que je partirai avant l'expedition!—Cela suffit."

L'Expedition! There is a talisman in the word on such occasions. Every thing cedes to l'expedition. It is in every body's mouth, though it sounds curious in that of a Frenchman. Until now it was supposed to be almost solely English, from its frequent use (not to say its disuse and abuse of our means and strength) during the last war.

"Monsieur, la poste aux lettres ne ferme pas avant cinq heures, pendant l'expedition," says the factionnaire on duty at the post-office. "C'est impossible de vous loger, pendant l'expedition," says the aubergist. "Monsieur aura la bonté d'attendre un petit moment pour son diné, car il y a toujours tant de monde dans la salle, pendant l'expedition," says the Restaurateur; while the numerous difficulties which arise at every instant from the same cause, make you almost regret that you came to Toulon, *pendant l'expedition*. Every street contains a moving mass of hustlers and elbowers, reducing all ranks and conditions to an *egalité*, that would delight the most *liberal* among the French liberals. The great artery of communication is La Rue Chaudronier, that leads direct to the quays of the harbour, and an attempt to reach them can only be compared to swimming against the stream. Relax your efforts and perseverance but for an instant, and you are borne away by the opposing torrent of people.

"Pardon, Monsieur!" says a gold-laced cocked-hated Mareschal-de-Camp, who steps by you, followed by the officers of his staff, all looking as full of thought and importance as though they were individually commissioned to pluck the Dey by the beard, and were cogitating over the best means of carrying their instructions into effect. "Gare!" says a less polished faquin, with an enormous trunk on his shoulder, followed by its owner, whose cocked hat and crimson velvet facings, embroidered in gold, bespeak him an officeer de Santé. You feel bound to give way to this gay throng of young officers belonging to regiments not in the neighbourhood. They are volunteers, or as they quaintly call them *galopins*, who have permission to serve on the Etat Major as extra staff officers; all feeling they shall, on their return, have higher claims on France and posterity than ever Bayard could boast. Groups of officers of the line, whose regiments are on board, in long blue surtouts, with only straps where their epaulettes should be, are met at every turn, each individual bearing symptoms, such as little basket-flasks or haversacks suspended across their shoulder, of being attached to the expedition; while others in full uniform, pantalooned as red as madder can make them, loitering in twos and threes, are officers of the garrison, envying the more happy lot of those who have the chance of gaining—a bit of ribbon. At the corner of La Rue Bourbon to-day two officers exchanged their parting adieus, and were for some minutes, in the middle of the street and crowd, locked in each other's arms; it would have been difficult to have discovered to whom the whiskers belonged, into which both their faces were imbedded, but for their noses "parting to meet again," in order to kiss each other's *other* cheek! This touching scene had no effect upon, indeed drew not even notice from, the hard-hearted passers by. But, as though there were not causes sufficient to prevent locomotion, itinerant songsters take their station to increase the crowd, and unfortunately they have the wit to warble stanzas the most likely to draw the attention of the loyal

Frenchmen at this eventful period. The following it was necessary to purchase to understand, as, though it was to be ascertained the Dey was the subject, its full purport was lost in the *twang* of the "*gentle minstrel*," worthy of a parish clerk giving out the 119th Psalm.

L'EXPEDITION D'ALGER.

Tu soumettras le Dey d'Alger,
France, par ta vaillance ;
Embarquons-nous pour l'assiéger ;
Le Français ne craint pas le danger *(bis.)*

Algérien songe bien,
Nous avons le moyen
De couler tes pirates ;
Tous tes forbans, tes brigands
Seront-ils arrogans
En voyant nos frégates ?
Tu soumettras, etc.

Nous te battrons, te vaincrons,
Et puis noús te prendrons,
Comme un loup à la trappe.
Quand le Français est tout prêt
De voler an succès,
Craindrait-il un satrappe ?
Tu soumettras, etc.

Toujours heureux et joyeux,
Le Français courageux
Chante dans les batailles ;
Sois sûr qu'au son du canon,
Des clairons, des chansons,
Tomberont tes murailles.
Tu soumettras, etc.

Si dans les fers ont souffert
Par des tourmens divers,
Des Chrétiens sans défense,
Tous leurs malheurs, leurs douleurs
Ont exalté leurs cœurs ;
Courons à la vengeance.
Tu soumettras, etc.

Nos matelots, nos héros,
A de nobles travaux
Chacun d'eux se destine ;
Cueillez guerriers des lauriers,
Gloire à tous nos troupiers,
Gloire à notre marine.
Tu soumettras, etc.

Besides living obstacles, the street is encumbered with trucks laden with baggage, boxes and trunks, and that travelling indispensable to a Frenchman, a *sac de nuit*, which, by the by, will make no bad pillow to their bed of sand. The treasure is also wheeled down on small low carts by the sailors, whom the wags of Toulon call *Les Robins du Bois*.

The first and second divisions of infantry, commanded by General Barthezene and General Loverdo, and the artillery, *corps de Genie*, and *sappeurs* have been embarked these two days, but the third division of General Le Duc D'Escars only went on board this morning. The different regiments marched in from the villages around, where they have been quartered, to the beat of their eternal drums, and preceded by their scare-crow pioneers. Some of the regiments were in their light blue or French gray great coats, and others in their blue uniforms, and appeared in tolerable order, though by no means a good body of men. Their knapsacks are much improved and *set* far better than their former miserable haversacks, and by being boarded at the sides, allow a ticken case, containing their uniform or great coats, to rest upon them. They were *munis* with an innumerable and choice selection of tin kettles and pans, exemplifying the interesting fact in the natural history of man, above all the Frenchman, being a cooking animal. It is supposed, out of the 35,000 now embarked, 17,500 are professed cooks, though not all Cordon Bleus. They have but one belt, the bayonet scabbard being attached to the *pouch*, and though it destroys uniformity, as it lightens the soldier, they have done wisely in suppressing the other.

Unless the Minister of War thinks the army requires promotion, he

has surely erred in dressing the officers of companies in dark blue great coats. If it was the wish to make them conspicuous to the aim of the Koularches and Dellis of the Dey, he could not have succeeded better than in thus contrasting them with their men. The regiments have but *one* colour, and but for prejudice it would be as well they were reduced to the same number in our service; but the French would have been to blame, when a new organization gave the opportunity, had they not lopped off all silly superfluities. How they defend their mistake in giving the Voltiguers yellow epaulettes, unless they are only to skirmish during the fall of the leaf, it would be difficult to divine—but, perhaps, Malthus has a disciple in the *Bureau de la Guerre*. They are bull's eyes to the unfortunate living target, which the man becomes. Each regiment was followed by two mules carrying black baskets, containing the surgeons' instruments.

They embarked, as did all the rest, from the Quais in front of the Hôtel de Ville, and it may be literally said, that this operation has been performed under the eye of the Commander-in-chief, as the windows of his Excellency overlook the spot, being lodged in the head-quarters of the *Municipalité*. Gen. Le Baron Desprez, Chef de l'Etat Major, was superintending with an innumerable host of staff-officers; indeed, it is said, the whole of their departments, though well selected, are overloaded to a degree. The small craft, holding two or three companies, were towed by boats to their respective ships in the *Rade*. "*Au revoir Toulon*," said a Grenadier of the 30th, as he filed off this morning, to the great amusement of the bystanders; and if their good wishes are fulfilled, he has a fair chance of returning *sauf et sain*. The 23d of the Line was the last to embark, completing the three divisions of 32,000 bayonets, divided into twelve brigades. The artillery, sappers, train, and three squadrons of Chasseurs, (to act as orderlies, &c.) added to this, make about 35,000 men, the strength of the army. An observer cannot help regretting, as he sees them file into the boats, that they are not going against an enemy more worthy of them; but if crowned with success, they will have the credit of breaking the charm, which has ever acted against France in her transmaritime expeditions, as from those of St. Louis to those of Egypt and St. Domingo, they have been nought but failures. But it is the *rade* that offers the finest *spectacle*, and on the way are many interesting objects. After embarking from the Quai, the end of the arsenal is observed to the right hand, with four three-deckers moored close to the wharf. They are covered in with roofs, and though nothing but hulks, have a portion of their guns on board. It is to be hoped, for the sake of humanity, that they may *rot* on the spot; and considering their prototypes all over Europe in the same light as fire-engines, very necessary to have, but *penible* to employ, the same wish without being disloyal, may be extended to those in the Medway, and at Portsmouth and Plymouth.

These giants of "the deep waters" sink incontinent before a much smaller vessel beyond, and which all would pass without notice, if the waterman did not inform you, that it once carried on board "Cæsar and his fortunes!" It is the Muiron, that, escaping our cruisers, brought Buonaparte in safety from Egypt to Frejus, to visit Europe with war

from Boulogne to Moscow, and from Cadiz to Dantzic. Had but her planks opened on the passage, what misery, bloodshed, and distress, both public and private, might not have been saved to the world! At the moment when descending from her side to the boat, from whence he was carried on the people's shoulders to the land, and when popular feeling broke through all quarantine laws, and overcame all personal fears, little did Napoleon think this vessel would, within fifteen years, again bear the *Fleur-de-lis*. Yet they are conspicuous on her stern, and eagles and bees are passed into oblivion. *Sic transit gloria mundi!* Immediately behind these fine ships, is the barrack of the Garde, (neither the old nor the new,) but of *la garde Chourme*—both a corps and appellation, that require explanation. There are no less than 5000 condamnés, or forçast, or convicts as we call them, employed in the Dock-yard at Toulon—hale and hardy ruffians—and to keep them in proper control, and to prevent all possibility of their rising, much precaution is taken. They inhabit hulks, which only communicate with an insulated part of the Dock-yard, to be approached by boats, and which points of passage are in the face of troops, and cannon pointed and loaded. That troops would not be flattered with such an occupation is easy to be conceived, and to avoid bringing the military class into discredit, or hurting the feelings of officers, an experiment was tried, which has fully succeeded, of forming a battalion of 800 men, who sleep under the hospital of the convicts, *without any officers whatever*.

This sounds very anomalous, but is no less true, and the highest rank among them is a serjeant-major. These are the *garde Chourme*, for which no other meaning is given, than its being an old, almost obsolete word for *dregs*, and possibly, if not certainly, our *scum*. The front of the arsenal to the harbour is faced by a bomb-proof rampart, pierced with innumerable embrasures, and bristled with cannon, *au niveau de la mer*. This may appear within what would be supposed all chance of attack, but the harbour is capable of being entered without any overwhelming danger by a hostile squadron, and Lord Exmouth, in 1814, at one moment, after chasing the French fleet from Rosas Bay, had the intention of following it into its haven of refuge.

On the left, on a stone jetty, are erected the finest Sheers possible, and consist of three masts, one being lately added, in order that they may still be employed, if one should become dangerous or require repair. A Government steam-vessel, only launched two days since, (for our neighbours begin to understand the value of time,) was taking in her engine and boilers. Immediately beyond the sheers, are seen rising above the water a number of black and misshapen points or ends of large pieces of timber—being the miserable remains, the ribs and trunk of the Blanche, an old eighty-gun ship, lately burned by two convicts on board, who hoped to escape in the consequent confusion. Though tried, the evidence was not strong enough to bring the crime home to them. Shot were fired through her bottom to sink her. At Marseilles, a vessel armed with cannon ever loaded is always for this purpose in the harbour, to prevent the calamity spreading.

The view of the roadstead, when fully opened, is magnificent, and recalls to the recollection the Mother-bank at the most active period of the late war. The ships gradually increase in size as they recede from you, till the line-of-battle ships seem resting on the opposite bank,

while their white flags are well contrasted with the green hills beyond: and through their rigging appears the fine new naval hospital. To the left is Cape Sepet, the western outward limit of the harbour; and opposite the Fort of St. Margaret, on the eastern boundary, with the Isles Hyeres beyond: and close to our left, as a foreground, is La Grosse Tour, completing the panorama. This fortress is said to have been commenced by St. Louis, but whether this be true or false, it was destined to play a *rôle* in the curious incident that occurred after our evacuation of Toulon.

Captain Sir S. Hood came into the harbour, supposing the place still in our possession, and passing this frowning bulwark, quietly anchored. The Capitaine du Port came off, as in duty bound, though not to compliment the new comer, but to take possession, and with a triumphant bow informed the English Captain, that the surrounding batteries were manned, and that he was his prisoner. "Cut the cable!" was the only reply, and the vessel was seen retracing her track, and the Capitaine du Port found, to his great astonishment, that he had caught a *Tartar*, and was carried out to sea, himself a prisoner, *malgré la Grosse Tour*, and the rest of the defences.

The whole sea is alive with boats, and the nearest vessels to the shore are the steamers, (of which seven accompany the expedition,) some of 160-horse power, and though several have English machinery, others are propelled with engines founded in France. The Sphinx, painted black, went and returned from Algiers, a week since, within a hundred hours. She is, as are the majority, armed for war, carrying from ten to fourteen guns, manned by the Royal Marines, and commanded by a Lieutenant du Vaisseau. From several experiments, extending even to whole broadsides, the firing gives no check to the fullest play of the engine.

Next to the steamers are the six bomb-vessels, each of which has, besides the crew, 120 soldiers on board; for the troops, with the exception of the cavalry and train, are all embarked on board the men-of-war. The next vessels, rather to the right, are all transports, numbered on the side, as in our service, of which many, particularly those "taken up" in Italy, are very bad.

Only about 150 still remain to receive the 4000 horses and mules belonging to the artillery, train, cavalry, and staff: a fleet of 200 more, with their immense materiel of the army, are lying ready to sail outside Les Isles Hyères, at the entrance of the harbour. It is impossible to conceive the expense and liberality of Government in fitting out the Expedition; nothing has been spared that could be required, under any possible circumstances, and in consequence it is impossible to be more complete; indeed, it did not require the form of a *carte blanche* for this purpose, when the Minister-of-War and the Commander-in-Chief of the expedition are united in the same person. Little short of a hundred pieces of battery artillery, (exclusive of the ships and bomb-vessels,) accompany the army, with 1000 rounds to each, and they have even taken gabions, and fascines, and sand-bags, ready filled, to prevent failure from the want of any thing on landing! The cost, or rather the estimate, (and estimates are much the same all over the world, about what is eventually expended,) is reckoned at four millions sterling.

The general officers to wield this immense means, are Lahitte of the Artillery, and Velazie of the Engineers.

But to return to the view of the harbour. Beyond the transports, which have no bails, or divisions, like in ours, the horses standing loose on the shingle, (though they have slings in case of bad weather,) are the 23 brigs and gabarres; outside of these the 24 frigates, of which 12 are of 60 guns; and last are the 11 sail of the line, only three of which are armed complete. As the frigates are neared, the wheels of the field artillery and *caissons*, of which six batteries accompany the army, are seen fastened in their chains, and the flat-bottomed boats for landing the troops are slung outside, amidships; the larger ships carry others between the fore and main-masts. The size of the sixty-gun frigates is not known till on board, when they are found to have finer decks than the main-deck of the seventy-fours, and are by measurement higher and wider. They carry French thirtys (our thirty-twos) throughout, and have masts of eighty-gun ships. Their equipage consists of 500 men. In fine weather little inferior to a seventy-four, they would in bad weather be a match for two, as they carry their guns so far out of water. But they are much finer vessels than the old sixty-fours, which used to be considered as line-of-battle ships. Ought not our Admiralty to consider the changes these kind of vessels, and the use of others propelled by steam, are likely to produce in warfare? Each of these large frigates have 600 soldiers on board, while the line-of-battle ships have 11, 12, and 1300, being terribly crowded; but the French have at all times stuffed their ships with troops almost to repletion; the dirt and confusion is in consequence very great, and the officers of the ships by no means in good-humour. From this cause the fleet is seen to great disadvantage, but they are, particularly those long in employment in the Levant, in good order. The Triton, 74, which was at Navarino, and now bears the flag of Contre Amiral Rosamel, is in a very perfect and creditable state. The Provence carries the flag of the naval Commander-in-Chief, Vice-Admiral Duperré. The Triton has 1200 men and 42 officers on board, who are very liberally fed at the King's expense. Nothing is more striking than the new system of their navy, and it is much to be doubted if it can answer. Foolishly following the Russians, they have changed the whole of their sailors into soldiers, who, it is possible, in becoming this amphibious animal will not do the duty of either. Up to the present time, it certainly has not succeeded, and several officers in command of ships in the road complain loudly of their *equipages*, and state they are comparatively inefficient to what they were before. Their maritime conscription is not confined to the seafaring class, but taken indiscriminately from the provinces bordering on the sea; and they are first made complete soldiers on shore, being divided into companies, before they are sent on board; so many companies being the complement to the different rates. They are dressed in a sort of short blue uniform jacket and trowsers, with belts and helmets while on board, and have little foraging caps, surrounded with blue and red plaid. The officers have the like, and are distinguished by distinctive marks in their bands.

In pulling alongside, you fancy the stale joke realised of their being

Horse Marines, as the sentries on the gangways, with their helmets and pikes, look like dismounted dragoons or lancers, and in passing between decks, you fancy yourself on board a floating barrack. Their clothes are shown you stowed away in knapsacks, and each man has his musket, bayonet, and belts: of course, they have no Marines. But (joking apart) may we not ourselves eventually come to this? If steam should be generally employed in war, and be, as it must be, much improved, will it not reduce all nautical science to nothing—at least, in narrow seas, and bring back naval combats to the same mode of fighting, *à la bordage*, as those of the Ancients, or of the Galleys of the middle ages? In this case, must we not fight our enemy with the same weapons, and tow by steam our great rafts, (formerly called seventy-fours, and eightys, and one-hundred-and-twentys,) full of men, alongside the enemy, and proceed to charge him with the bayonet?

And, however much we have owed to our superior seamanship, do we not now use steam and machinery better than they? Have we not an inexhaustible depôt of coal? and is not the bayonet, but in name to others, solely a British weapon? The same character that has so long given us so decided a superiority, will be maintained under any circumstances. They attend much to their gunnery, and apply to their cannon on board the detonating locks and *des capsules fulminantes*, which they threaten to make universal in their army.

Every thing is now prepared for sailing, and the staff and officers are ordered on board to-morrow. The first division of the squadron, consisting of the transports, with the horses, stores, and materiel, which is to rendezvous at Mahon, will sail on the 20th, and the other two naval divisions, the ships armed for war, and those *en flute*, with the troops on board, will leave the harbour the following day, if the wind is favourable, and go direct to the shores of Africa.

Nothing of course can be known respecting the Commander-in-Chief's views, or concerning his intentions respecting the landing, to which but few, much less a foreigner, can expect to be *au fait*; but the best informed persons in the ports of Italy, as well as here, who are in constant communication with the coast of Barbary, induce a belief that the *debarquement* will be to the west of Algiers. Without a knowledge of the *locale*, little can be explained, but fortunately the site and neighbourhood can be described in a few words. Algiers is situated in the centre of a line of slightly indented coast, bounded by two capes, that of Matifoz to the east, and of Sidi ul Ferruch to the west. This whole extent of shore is defended by batteries, more or less important, altogether, including the Mole, armed with 1700 pieces of cannon.

The principal batteries, beginning from the east, are as follows:—on the most eastern point is a regular work containing twenty-four guns, and nearer to Algiers is the *Fort à l'eau*. The Bay, near to which Charles the Fifth landed in 1541, is now defended by a fort called Bab Azoun, being the last to the east of Algiers, and is commanded from behind by the Sultaun Kellahci, a work out of the line of the sea defence. Algiers itself is almost in the shape of an equilateral

triangle, one of its sides presented to the sea, and its opposite angle rising to the summit of a ridge, which, commencing at the Cape Matifoz, extends to that of Sidi ul Ferruch. This elevated angle is crowned by a regular citadel called Cassaba, which is, though so much higher than the Fort of Bab Azoun, nevertheless equally commanded by the Sultaun Kellahci. The sea face and mole, though ruined by Lord Exmouth, are now too strong for attack, but the land defences are quite contemptible. They consist of an old Moorish turreted wall, without fausse braye, or outworks of any kind. The ditch is complete around the town, but has no covered way, and is easy of access, from slanting to the centre; in some places a low wall is raised along the middle of the *fosse*. To the west of the town, there are (as between the more considerable works on the east side) some isolated batteries which extend to Sidi ul Ferruch, or as it is called by Europeans, the Turilla Chika, from a tower on it, mounting some guns, to which defence the Dey has lately added another work of ten guns. But the key of the whole line of defence, both internal and maritime, is the Citadel of Sultaun Kellahci, which was commenced by Charles the Fifth, and was his head-quarters, when the elements destroyed at once his hopes and Armada. This is situated on the same ridge, and to the S.E. of the Cassaba, overlooking that work, a part of the walls of the town, and the Fort of Bab Azoun below. It is represented as a perfect hexagon, being without bastions, built of stout materials, and mounting three guns on each face; but from being so unwisely constructed, offers no flank fire, nor can one front receive any aid from the rest. But this ill-adapted fortification is itself commanded within 600 yards from behind, and is expected to be the principal object of attack, as its fall will lay all open to the invader.

The most feasible place for landing is offered to the west of the town, as the country to the east of the spot where Charles the Fifth landed and O'Reilly in 1775, is much broken and covered with low bushes, and incapable of being used to advantage in operations of any magnitude; not that this kind of ground would not suit the French better than the Spaniards, whose defeat appears to have been as much occasioned by being beat in bush-fighting, as any other cause. The whole beach to the east consists of low sands, fit for disembarkation; but the tongue of land of Sidi ul Ferruch, about four leagues from Algiers, appears to present the best point for landing, and the Cape itself will offer some cover to the shipping, from the north-east winds, which usually predominate during the summer months. The former expeditions, from that of Charles to that of O'Reilly, never met any difficulty from the enemy, and as little from the sea, during disembarkation, for it requires very bad weather to create any surf of consequence. The large frigates or bomb vessels, taking less water than the line-of-battle ships, will cover the descent by cross fires, while the chaloupes of the squadron will tow the flat-boats, each able to contain 180 men and two field pieces, to the shore. It being thus practicable to bring to bear upon the same point, 8000 men, or half that number on two, or 2000 (if necessary to distract the enemy), on four distinct places of disembarkation. The flat-

bottomed answered most fully in the rehearsal of landing, before th Dauphin on the 3rd instant, and it was calculated that they would no be above six minutes under a fire of grape before they reached th shore. But this is supposing the Algerines possess what they hav not, horse artillery or even field artillery, ready to send to any point for unless the batteries were shoulder to shoulder, it will not be neces sary to row directly in the teeth of any of them. Once on shore, th guns can be landed with as much expedition as the men, the mountai guns, before the Dauphin, being ready in battery in three minutes, and the field pieces in five. The infantry will carry chevaux-de-frise which are constructed differently from the old kind used by the Aus trians against the Turks—cross armed pieces of wood traversing a long horizontal beam,—but formed on the principle of a camp or sketch ing stool, which shuts up for carriage, and on being opened, presents the points of three lances, with the other ends in the ground. A single or double line of these, supported by a steady line of infantry, would laugh to scorn the attacks of all the cavalry in the world. The French seem to be well aware that precaution is the soul of military operations, and not content with this formidable means of defence, they take with them block houses *à l'épreuve* of musket-balls. They are in pieces, all numbered, and put together with ease, being con structed like the *fir chaumieres* of Switzerland, the ends of the beams dovetailing into the timbers, which are at right angles with them. Loopholes are cut through them. These will be as redoubts, at dif ferent points, to strengthen and defend the line of *chevaux-de-frise*, and after be picket houses, or cover the front of the camp.

Once, on shore it will require some weeks to land their enormous *materiel;* but their precautions are so well taken, that they hope to secure a communication with the shore, even should a surf prevent the boats landing. Large rafts are carried in pieces, floated by barrels, to lie between the boats and the shore, preventing the former being staved, and making the latter, by ropes, flying bridges.

It is said there is a road, practicable for artillery, which leads direct from Sidi ul Ferruch upon the Sultaun Kellahci, on which, there can be no doubt, their efforts will be principally directed, and on its fall they can open a communication with the fleet, between the city and Cape Matifoz.

If they attempt to take Algiers by a *coup-de-main*, and even should they so far succeed as to enter the place, any officer who served at Ro setta well knows how fatal is the attempt among the narrow lanes and small-apertured houses of Egypt or Barbary. Bourmont ought to take Algiers by the same mode that we have of late years reduced the Indian forts,—by bombardment and flights of rockets, which in the narrow space and streets of Algiers, without casements, would not only bring surrender, but probably the Dey's head out in a charger. The experiments that have taken place here with their rockets have not been very promising, but some late essays at Mentz, by the aid, it is whispered, of a *renegado* workman of the Woolwich Laboratory, have come very near perfection.

They will find water every where, and must not hope to gain the place by destroying the two aqueducts, as each house is well supplied

with a cistern of rain water. It is possible they are trusting too much to the country for provisions, but Toulon is not far distant, and Mahon still nearer, which has been lent them by his Most Catholic Majesty. They are to receive through this last place 200 bullocks a week from the coast of Spain, which will not be much fresh meat amongst so many, and it is not stated that they have taken any large quantity of *haricots*, and other vegetables, which would be so much preferable in the latitude 32° in the summer, than salt provisions.

At Mahon, is preparing a large hospital, and a ship load of medical officers has already sailed from Marseilles.

But all inquiry has till now been directed in a very partial and ex-parte manner to the French, and though their enemies offer little in comparison to what threatens them, that little must be told.

The whole northern coast of Africa; Morocco excepted, is a conquered country, like India in our hands, and ruled by a race foreign to its indigenous inhabitants. If, though comparing great things to small, with 30,000 British we govern one hundred millions in India, so do 10,000 Turks (or Osmanli, for the former incorrect expression ought to sink into oblivion) at Algiers rule a considerably less comparative population of Berebers and Arabs; only they have one connecting link we cannot boast, that of religion. The different tribes, on one side extending to Tunis, and on the other to the frontier of Morocco, and inland to Mount Atlas, are bound to furnish troops in case of war, and though the extent of their obedience generally depends on circumstances, it is likely, to oppose the *Giaour*, they will in large numbers rally round the standard of the Dey. From 60 to 80,000 men may be thus assembled, about one third of which will be cavalry, but without order, discipline, or even control. These can have no effect (their mode of attack being that of singly riding up at speed, firing, and retiring) against well-formed and steady infantry, and there being no cavalry with whom they can break a lance, they will be worse than nugatory.

These troops are as uncertain in their service as the old feudal armies of the middle ages, and if the French are detained any length of time, the patience of these men of the desert will be completely lost, and their numbers will gradually diminish by desertion, until the Dey has not an ally without the walls but those who stay to plunder and murder the stragglers. The forts and city will have that portion of the 10,000 Osmanli, and 4 to 5000 Koulorgis, (slaves) that can be spared from Oran and other garrisons, for their defence, who will evince much individual bravery and desperation. But being met with an equal proportion of the first, aided by knowledge and skill, in which they are so deficient, in an operation of science, which is what a siege presents, they must cede the victory.

The Dey is fully aware of the preparations making against him, and told the captain of an English frigate within the last three weeks, with true oriental apathy, that "God was great and good, and the sea uncertain and dangerous;" and he is right, for they are his only resources, as nothing but a hurricane brought express from the West Indies, or some occurrence similar to the accident that destroyed the host of Senacherib, when his army awoke and found they were dead men, can

prevent their landing or ultimate success. The French have nothing to fear from the causes of failure that repulsed the armies of the sixteenth or eighteenth centuries, as they will appear before the place at the end of May instead of the end of October, when bad weather is not to be looked for; and it is to be presumed Bourmont and Duperré are not likely to quarrel as did O'Reilly and Castejon, while the French troops are better than those of the Spaniards, who in 1775 were fast degenerating into what we found them thirty-three years after. The only question left unheeded is not of that importance which some consider it. Will the French consider their new acquisition so valuable, as to make it a permanent establishment? and by so doing, will they not become a subject of jealousy to other states?

It is much to be doubted if it is capable of returning them any advantage beyond bare possession, as the South of France can furnish all the productions of nature which are to be found in the territory of Algiers, and any attempt to introduce corn of foreign growth would only tend to glut still more than at present the markets of France. In peace, therefore, it will be of less use to the French than Ceuta is to the Spaniards.

But have the French Ministry any choice? and must they not maintain themselves in it at any risk, in order to prevent wounding the *amour propre* of the nation? The two military undertakings under the Bourbons, which have cost the nation immense sums, to Spain and Greece, have produced no results; and although the Government may in their hearts think justly upon the uselessness of holding Algiers, still they will on this account be bound to retain it to avoid public clamour. Their childish jealousy of England will force this upon the Prince de Polignac, even in spite of the remonstrances of our Cabinet, or his own more deliberate intentions, in order to prove he is free from an ideal influence and control, which the French ought, had they considered their own respectability or proper standing among the commonwealth of nations, never to have insulted themselves by having harboured for a moment. We must feel that during peace, as far as we are concerned, it will be rather an expense and incumbrance to the French than an advantage, and that it is not worth firing a cannon-shot about. It is too far from Egypt to be of use to them in any views they may have on that country, and though it would be a refuge for privateers during a war, still, as long as we rule the waves, in the case of such an event, it would fall into our hands within six months after the rupture of a peace.

NOTE.—We shall probably be able next month to give an original chart, from actual survey; and of the localities of Algiers.—ED.

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